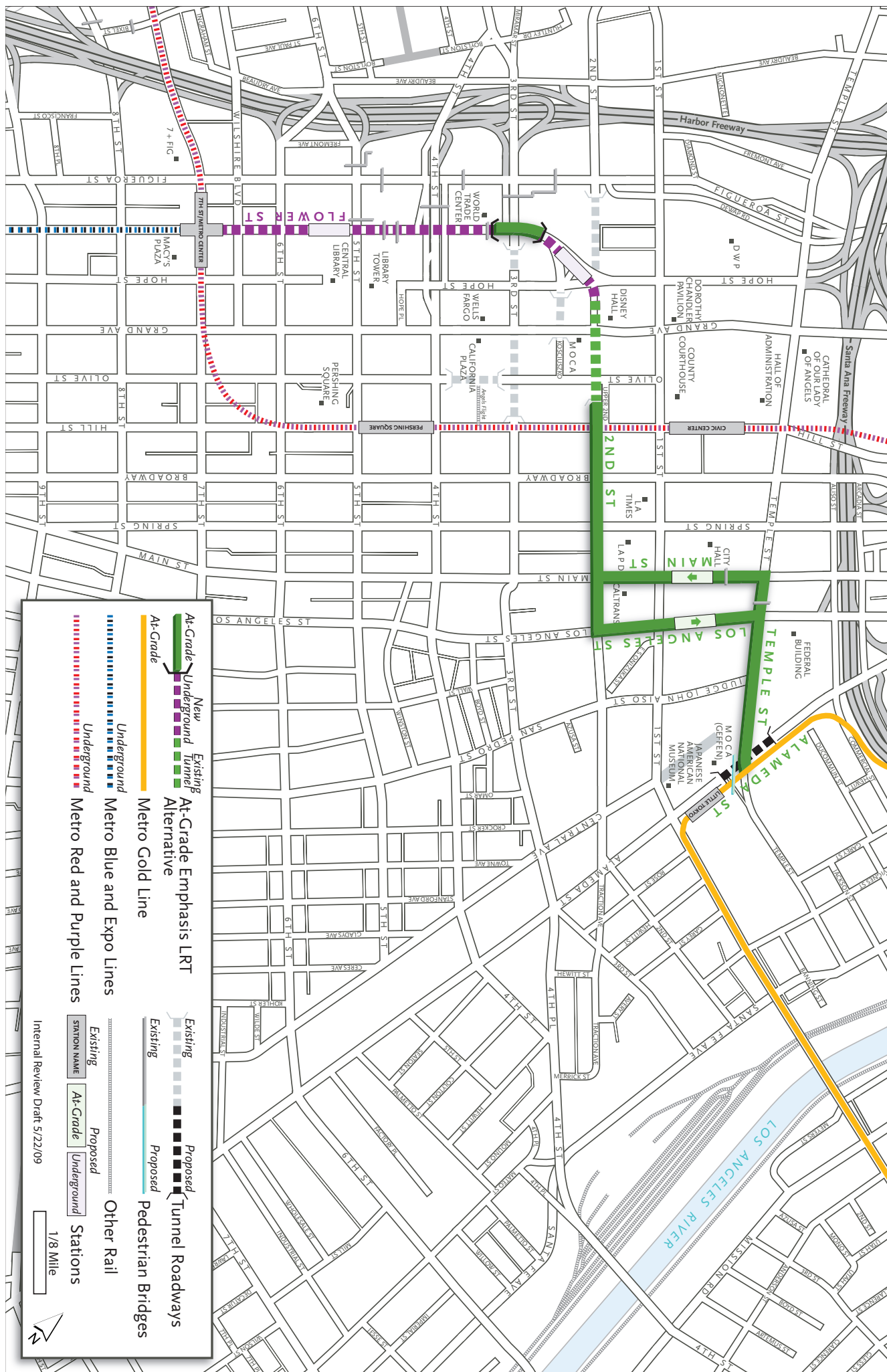
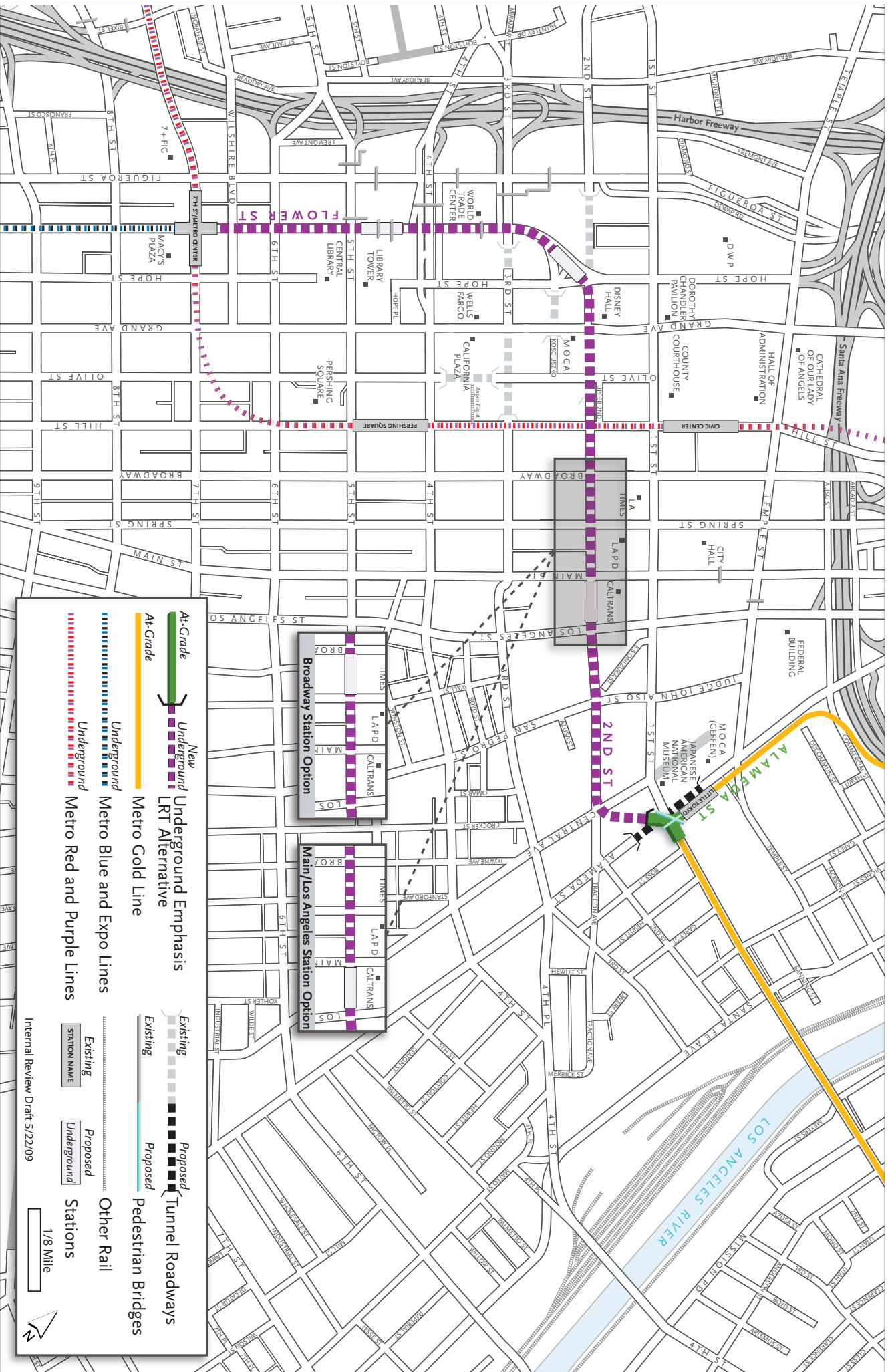






Portions of this appendix have been intentionally left blank. This information is available from Metro upon request.

**Regional Connector Transit Corridor
Draft Environmental Impact Statement/
Draft Environmental Impact Report**

APPENDIX I

**AGENCY COORDINATION AND PUBLIC
INVOLVEMENT
Community Meeting Matrix**

Metro Regional Connector LRT Additional Community Briefings

Organization	Date	Location	Project Team Attendance	Attendees
Metropolitan News	04/28/10	Metro Headquarters One Gateway Plz Los Angeles	Dolores Roybal Saltarelli, Laura Cornejo, Ann Kerman, Ginny Brideau, Kansai Uchida	Jo-Ann Grace, Vahn Babigian
Japanese American National Museum	04/22/10	JANM 369 W 1 st St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Kansai Uchida, Ginny Brideau	Akemi Kikumura, Chris Komai, Miyoko Oshima
Central City East Association	04/07/10	CCEA Offices 725 S Crocker St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ginny Brideau	CCEA Board members and Estela Lopez
Metropolitan News	03/23/10	Metro Headquarters One Gateway Plz Los Angeles	Laura Cornejo, Ginny Brideau, Ann Kerman	Jo-Ann Grace, Vahn Babigian
Jay Chen, property owner	03/17/10	Metro Headquarters One Gateway Plz Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ginny Brideau	Jay Chen
City of Los Angeles: Department of Transportation	03/16/10	City of Los Angeles: Department of Transportation 100 S Main St, Los Angeles	Farid Naguib, Dolores Roybal Saltarelli, Helene Kornblatt, Kansai Uchida, Sean Skehan	Kang Hu, John Fisher, Calvin Cho
Nishi Temple	02/12/10	Nishi Temple 815 E 1 st St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Virginia Jackson	Complete list attached to report
Nishi Hongwanji Buddhist Temple	02/11/10	Nishi Hongwanji Buddhist Temple 815 East First Street Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Kansai Uchida, Ann Kerman	
Central City East Association	02/03/10	CCEA – Arts District Office 948 E 2 nd St Los Angeles	Ginny Brideau	Arts District Committee and Estela Lopez
Higgins Building Homeowners	01/25/10	Higgins Building 108 W 2 nd St Los Angeles	Eric Carlson, Ann Kerman, Kansai Uchida, Ginny Brideau	Higgins Building Homeowners Association Board members and property owners

Metro Regional Connector LRT Additional Community Briefings

Organization	Date	Location	Project Team Attendance	Attendees
Higgins Building Homeowners	01/20/10	Office of Lambert Giessinger City of Los Angeles, Offices of Historic Resources 200 N Spring St Rm 620 Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ginny Brideau, Helene Kornblatt, Kansa Uchida	Stacey Chaiken, Lambert Giessinger, Joan Springhetti, Martin Berg
City of Los Angeles: Chief Legislative Analyst	01/19/10	Los Angeles City Hall 200 N Spring St Los Angeles	Dolores Roybal Saltarelli, Ray Sosa	
Central City East Association	01/12/10	CCEA Offices 725 S Crocker St Los Angeles	Diego Cardoso, Dolores Roybal Saltarelli, Ann Kerman, Ginny Brideau	Estela Lopez
Nikkei Development	01/12/10	Metro Headquarters One Gateway Plz Los Angeles	Diego Cardoso, Roger Moliere, Dolores Roybal Saltarelli	Jonathon Kaji
Councilman Jose Huizar	01/07/10	Los Angeles City Hall 200 N Spring St Los Angeles	Diego Cardoso, Ann Kerman, Ginny Brideau	Jessica Wethington McLean
Central City Association	01/05/10	CCA Offices 626 Wilshire Blvd Los Angeles	Dolores Roybal Saltarelli, Ann Kerman	Complete list attached to report
Japanese American National Museum	12/16/09	JANM 369 W 1 st St Los Angeles	Diego Cardoso, Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Helene Kornblatt, Kansai Uchida	Akemi Kikumura, Chris Komai, Nancy Araki
Little Tokyo Business Association	12/10/09	Oiwake Restaurant 122 Japanese Village Plz Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Kansai Uchida, Ginny Brideau	Elizabet Viray, Akira Yuhara, David Kudo, Wilson Liu, Shigeko Katjiya, Yuriko Shikai, Joanne Kumamoto, Frances Hashimoto
Thomas Properties Group	12/10/09	Thomas Properties Group Offices 515 S Flower 6th Floor Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Virginia Jackson, Kansai Uchida, Ginny Brideau	Thomas Ricci, Glen Berryhill, Jeanet Babauta, Ayahlushim Hammond, Alix Wisnher, Paul Rutter, Steve Achorn, Kent Handleman
Downtown Los Angeles Neighborhood Council	12/07/09	Los Angeles Theater 615 S Broadway Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Helene Kornblatt, Kansai Uchida, Ginny Brideau	DLANC Board of Directors

Metro Regional Connector LRT Additional Community Briefings

Organization	Date	Location	Project Team Attendance	Attendees
Nikkei Development	12/02/09	Ted T. Tanaka Offices 11307 Hindry Ave Los Angeles	Dolores Roybal Saltarelli, Diego Cardoso, Ray Sosa, Ann Kerman	Jonathon Kaji
City of Los Angeles: Department of Transportation	12/01/09	City of Los Angeles: Department of Transportation 100 S Main St Los Angeles	Farid Naguib, Dolores Roybal Saltarelli, Helene Kornblatt, Kansai Uchida, Sean Skehan	Kang Hu, John Fisher, Calvin Cho
Savoy Homeowners Association	11/30/09	Savoy Clubhouse 100 S Alameda St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Virginia Jackson, Kansai Uchida, Ginny Brideau	Bobby Garza, Paul Yeh, Susie Tae, Sidney Wang, Lynne Collmann, Alfred Chang, Andrew Lin
Congresswoman Lucille Roybal-Allard's Office	11/18/09	Roybal Federal Bldg. 255 E. Temple St. Los Angeles	Dolores Roybal Saltarelli, Marisa Yeager, Ann Kerman	Ana Figueroa, Kim Tachiki
Councilwoman Jan Perry	11/17/09	LA City Hall	Dolores Roybal Saltarelli, Ann Kerman, Arthur Henry,	Greg Fischer
Nishi Hongwanji Buddhist Temple	11/17/09	Nishi Hongwanji Buddist Temple 815 East First Street Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Kansai Uchida, Ann Kerman	Reverend Briones, Eric Kurimura
Nikkei Development	10/21/09	Ted T. Tanaka Offices 11307 Hindry Ave Los Angeles	Dolores Roybal Saltarelli, Diego Cardoso, Ray Sosa, Ted Tananka, Ann Kerman	Jonathon Kaji
Little Tokyo Service Center and JACCC Boards	10/13/09	JACCC 244 S San Pedro St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Monica Villalobos, Clarissa Filgioun	Complete list attached to report
Nikkei Development	10/05/09	Ted T. Tanaka Offices 11307 Hindry Ave Los Angeles	Dolores Roybal Saltarelli, Diego Cardoso, Ray Sosa, Ted Tananka, Ann Kerman	Jonathon Kaji

Metro Regional Connector LRT Additional Community Briefings

Organization	Date	Location	Project Team Attendance	Attendees
Savoy Homeowners Association	09/29/09	Savoy Clubhouse 100 N Alameda St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Ginny Brideau	Savoy Homeowners Association members, including Paul Yeh, Susan Tae, Bobby Garza, and Lynne Collmann
Little Tokyo Community Council	09/22/09	JANM 369 W 1 st St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa,	Complete list attached to report
Little Tokyo CAC	09/16/09	JACCC 244 S San Pedro St Los Angeles	Eric Carlson, Ann Kerman, Ray Sosa, Ginny Brideau	Complete list attached to report
MOCA Senior Staff	09/15/09	MOCA Offices 250 S Grand Ave Los Angeles	Dolores Roybal Saltarelli, Diego Cardoso, Ray Sosa, Ginny Brideau	Complete list attached to report
Japanese American National Museum	09/04/09	JANM 369 W 1 st St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa	Complete list attached to report
City of Los Angeles: Cultural Affairs	09/02/09	City of Los Angeles 200 S Spring St Los Angeles	Dolores Roybal Saltarelli	Edgar Garcia
Little Tokyo Community Council	08/25/09	JANM 369 W 1 st St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Ginny Brideau	Complete list attached to report
Central City East Association	08/19/09	St. Xavier Catholic Church 222 S Hewitt St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Monica Villalobos, Chris Robert, Ginny Brideau	Complete list attached to report
Japanese Chamber of Commerce of Southern California	08/18/09	JACCC 244 S San Pedro St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Ginny Brideau	Terry Handa, President of JCCSC, Lee Aoki, Mike Okamoto, Shinji Abe
Higgins Building Homeowners	8/17/09	Groundworks	Ann Kerman	Stacie Chaken, Marty Berg
Councilwoman Jan Perry	8/13/09	LA City Hall	Dolores Roybal Saltarelli, Ann Kerman, Arthur Henry, Diego Cardoso, Lynda Bybee	Greg Fischer

Metro Regional Connector LRT Additional Community Briefings

Organization	Date	Location	Project Team Attendance	Attendees
Little Tokyo Community Council	08/13/09	LTSC 231 E 3 rd St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Ginny Brideau	Bill Watanabe, Lee Aoki, Ron Fong
LAPD, LAFD, LASD	08/06/09	Metro Headquarters One Gateway Plz Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Ann Kerman	Vance Bjorkland
Little Tokyo Community Council: Parking, Planning, and Cultural Preservation	07/22/09	JACCC 244 S San Pedro St Los Angeles	Dolores Roybal Saltarelli, Ray Sosa	Parking, Planning, and Cultural Preservation Committee of the Little Tokyo Community Council
Los Angeles Conservancy	07/22/09	CDM Los Angeles Offices 523 W 6 th St, Ste 400 Los Angeles	Dolores Roybal Saltarelli, Gerardo Alvarez, Ray Sosa, Monica Villalobos, Kansai Uchida, Helene Kornblatt	Jim Steely, SWCA Francesca Smith, SWCA Cara Corsetti, SWCA Mike Buhler, Los Angeles Conservancy
Japanese American National Museum	07/14/09	JANM 369 W 1 st St Los Angeles	Diego Cardoso, Dolores Roybal Saltarelli, Ray Sosa, Monica Villalobos, Ann Kerman, Ginny Brideau	Miyoko Oshima, Nancy Araki, June Burke, Chris Komai
Central City East Association	07/13/09	CCEA Offices 725 S Crocker St Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Monica Villalobos, Ann Kerman, Ginny Brideau	Estela Lopez, Qathryn Brehm
Little Tokyo Community Council	07/13/09	JACCC 244 S San Pedro St Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Monica Villalobos, Ann Kerman, Ginny Brideau	Chris Aihara
Thomas Properties Group	07/07/09	Thomas Properties Group Offices 515 S Flower 6 th Floor Los Angeles	Robin Blair, Dolores Roybal Saltarelli, Ray Sosa, Monica Villalobos, Yara Jasso, Ann Kerman, Ginny Brideau	Thomas Ricci, Glen Berryhill, Jeanet Babauta, Stephen Achorn, Dennis Watsabaugh
Los Angeles County: Public Works Los Angeles County: Flood Control	07/01/09	Los Angeles County Department of Public Works 900 S Fremont Ave Alhambra	Gerardo Alvarez, Eric Carlson, Girish Roy, Ray Sosa, Amanda Elioff, Zafer Mudar	Tsujii, Masashi Tsujii (LACDPW); Allen Ude (LACDPW); Ed Torran (LAC Flood Control); Amir Zandig (LACDPW); Bill Bowers (LACDPW)

Metro Regional Connector LRT Additional Community Briefings

Organization	Date	Location	Project Team Attendance	Attendees
City of Los Angeles: Public Works: Bureau of Engineering	06/18/09	Metro Headquarters One Gateway Plz Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Gerardo Alvarez, Monica Villalobos, Virginia Wade, Lana Terry, Zafer Mudar	Curtis Tran, Calvin Chow, Farid Naguib
City of Los Angeles: Transportation	06/10/09	Metro Headquarters One Gateway Plz Los Angeles	Dolores Roybal Saltarelli, Girish Roy, Gerardo Alvarez, Ray Sosa, Monica Villalobos	Kang Hu, Calvin Chow, Tom Carranza
University of Southern California	05/22/09	USC 665 Exposition Blvd Los Angeles	Diego Cardoso, Dolores Roybal Saltarelli, Ray Sosa	David Roberts, David Galaviz, Bing Cherrie
Go For Broke	05/11/09	HMC Architects 633 W 5 th St 3 rd Fl Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Zapher Mudar	Raymond Pan, Diane Tanaka, Edward Avila
Little Tokyo Community Council	05/05/09	JANM 369 W 1 st St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Yvette Rapose, Gerry Alvarez, Laura Conejo, Ray Sosa, Monica Villalobos, Yara Jasso, Clarissa Filgioun	Executive Board of LTCC
Bringing Back Broadway	05/04/09	CCA Offices 626 Wilshire Blvd Los Angeles	Ginny-Marie Case	Bringing Back Broadway Streetcar Committee
Little Tokyo Community Council	04/28/09	JANM 369 W 1 st St Los Angeles	Ann Kerman, Dolores Roybal Saltarelli, Ray Sosa	Little Tokyo Community Council

**Regional Connector Transit Corridor
Draft Environmental Impact Statement/
Draft Environmental Impact Report**

APPENDIX I

**AGENCY COORDINATION AND PUBLIC
INVOLVEMENT
2009 Community Response (Post Scoping)**

Subject: FW: Regional Connector Transit Corridor

Date: Wednesday, May 13, 2009 4:38 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Clarissa Filgioun clarissa@therobertgroup.com, Ginny-Marie Brideau ginny@therobertgroup.com

fyi

From: Massicci, Lou [mailto:Lou.Massicci@hmhpub.com]

Sent: Wednesday, May 13, 2009 10:08 AM

To: 'regionalconnector@metro.net'; Roybal, Dolores

Subject: Regional Connector Transit Corridor

To whom it may concern:

As I am unable to attend the numerous "public scoping" meetings to give input on the proposed Corridor, I'd like to provide my perspective.

As a businessman who frequently travels in Los Angeles County I oppose any surface transportation being added to the already congested streets.

The corridor is not only essential; it is most welcome, and long overdue!

However, let's keep in mind that the already overstressed streets and freeways cannot support any added transportation and that includes the Connector.

The Connector must be built underground.

Let's keep the noise, the congestion away from our already congested streets and freeways.

Thanks for your careful attention to my input.

Lou Massicci, District Manager, K-12
Houghton Mifflin Harcourt / Holt Mc Dougal
(559) 324-8101

Please note my email has changed to lou.massicci@hmhpub.com

Subject: FW: Regional Connector Scoping Comment

Date: Tuesday, May 19, 2009 2:41 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli roybald@metro.net, Monica Villalobos villalobosma@cdm.com, Ginny-Marie Brideau ginny@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com

[A late comment....](#)

Ann Kerman

Constituent Program Manager

Metro Regional Communications

Central LA/San Fernando Valley/North County

Tel: 213-922-7671 ~ fax: 213-922-8868

Email: KermanA@metro.net <mailto:KermanA@metro.net>



Please consider the environment before printing this e-mail

From: Daveed Kapoor [mailto:daveedkapoor@gmail.com]

Sent: Thursday, May 14, 2009 1:36 PM

To: Regional Connector

Subject: Regional Connector

Regional Connector Proposal does not adequately serve the south and east edges of the plan area.

Increase Frequency of service on the 60 and 760 Bus line. No wait more than 12minutes 24/7.

This will serve 7th street, the south edge of the plan area.

Small, Frequent Shuttle Service from 7th to 1st should be studied. Attached is a quick sketch using google maps. Some arrows are incorrectly oriented. This blue loop, with 3 or 4 small shuttles running 24/7 would be an economic stimulus to the city.

Subject: FW: I have a question/comment about the Regional Connector Transit Corridor Study

Date: Friday, October 9, 2009 2:37 PM

From: Kerman, Ann <KERMANA@metro.net>

To: Ginny Brideau ginny@therobertgroup.com

Please add to mailing list.

Ann Kerman

Constituent Program Manager

Metro Regional Communications

Central L.A. ~ San Fernando Valley ~ North County

Tel: 213-922-7671 ~ fax: 213-922-8868

Email: KermanA@metro.net <mailto:KermanA@metro.net>



Please consider the environment before printing this e-mail

From: Webmaster

Sent: Thursday, August 13, 2009 1:37 PM

To: Kerman, Ann

Subject: I have a question/comment about the Regional Connector Transit Corridor Study

---

firstName: George
lastName: Takayama
organization:
emailAddress: george_takayama@yahoo.com
streetAddress:
city:
state:
zipCode:
Date: Thursday, August 13, 2009
Time: 01:36:57 PM

comments:

Please update your website with the meetings that you have been having with the communities. Also as promised during your meetings with the communities, upload the presentations so it would be

available to view on the website. I'm sure you have had numerous meetings from the last updated May 2009.

Subject: FW: I have a question/comment about the Regional Connector Transit Corridor Study

Date: Friday, November 6, 2009 4:25 PM

From: Ann Kerman <kermana@metro.net>

To: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

Please check if we have him on the mail list.

Thanks!

Ann Kerman

Constituent Program Manager

Regional Communications

Metro

Central L.A. ~ San Fernando Valley ~ North County

Tel: 213-922-7671 ~ fax: 213-922-8868

Email: KermanA@metro.net <mailto:KermanA@metro.net>



Please consider the environment before printing this e-mail

From: Webmaster

Sent: Monday, August 31, 2009 7:03 PM

To: Kerman, Ann

Subject: I have a question/comment about the Regional Connector Transit Corridor Study

---

firstName: Kenneth
lastName: Hsu
organization:
emailAddress: kthsu@earthlink.net
streetAddress: 100 S. Alameda St., 315
city: Los Angeles
state: CA
zipCode: 90012
Date: Monday, August 31, 2009
Time: 07:03:25 PM

comments:

To whom it may concern:

I am a resident at the Savoy Condominium Complex located on Alameda Street and 1st Street. As a resident, I am deeply concerned about the impact that the Regional Connector Project will have on our property and on our neighborhood. We who live in the Little Tokyo area have been enjoying a period of revival and development. It is area characterized by residential developments, small restaurants, shops, and speciality stores. It attracts people from across Southern California. However, the Regional Connector Project, in removing the businesses in the Office Depot block area and replacing it instead with heavy construction, and later continually running trains endangers the character of the neighborhood we live in and enjoy. Please inform me if I am wrong and take this view into consideration. Thank you.

DANIEL K. INOUE
HAWAII

COMMITTEE ON APPROPRIATIONS,
CHAIRMAN

SUBCOMMITTEE ON DEFENSE,
CHAIRMAN

COMMITTEE ON INDIAN AFFAIRS

DEMOCRATIC STEERING AND COORDINATION
COMMITTEE

COMMITTEE ON RULES AND ADMINISTRATION

JOINT COMMITTEE ON PRINTING

United States Senate

SUITE 722, HART SENATE OFFICE BUILDING
WASHINGTON, DC 20510-1102
(202) 224-3934
FAX (202) 224-6747

PRINCE KUHIO FEDERAL BUILDING
ROOM 7-212, 300 ALA MOANA BOULEVARD
HONOLULU, HI 96850-4975
(808) 541-2542
FAX (808) 541-2549

101 AUPUNI STREET, NO. 205
HILO, HI 96720-4221
(808) 935-0844
FAX (808) 961-5163

September 18, 2009

**The Honorable Ara Najarian
Chairman
Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012**

Dear Chairman Najarian:

It has come to my attention the Los Angeles County Metropolitan Transportation Authority (Metro) has initiated an environmental process associated with development of a proposed "Regional Connector" project.

My office has been informed that the proposed route for the project includes the Los Angeles Little Tokyo community with the transit project potentially constructed adjacent to the Japanese American National Museum and the proposed Nissei Center project. The purpose of this letter is to state my strong interest in this environmental process being conducted by Metro, and its direct relationship to the integrity of the Little Tokyo community and the operational future of the Museum.

The Japanese American National Museum is the first museum in the United States dedicated to sharing the experience of Americans of Japanese ancestry as an integral part of the United States history. In addition, the National Museum was established in Los Angeles to preserve the rich heritage and cultural identity of Japanese Americans.

Currently, I have the honor to serve as a member of the Board of Governors of the National Museum. My close friend, The Honorable Norman Y. Mineta, former Secretary of Transportation is currently the Chairman of the Board of Governors. We both view the Museum as a national icon and a cultural cornerstone of the Little Tokyo community.

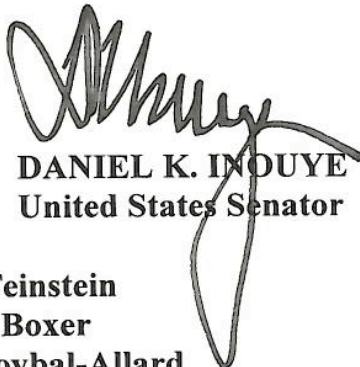
The Honorable Ara Najarian
September 18, 2009
Page 2

As Metro moves forward with the environmental process for the Regional Connector, I strongly urge the Authority to be responsive to concerns and ideas of both residents and businesses located in Little Tokyo. At the same time, please consider the unique characteristics and compelling historic significance of the Japanese American National Museum.

Further, I would greatly appreciate it if you would keep me fully informed regarding key milestones of this Metro managed project development process. If you have any questions about this communication or my request, please contact Lori Hamamoto of my staff at (202) 224-6628.

Thank you very much for your time and consideration.

Aloha,



DANIEL K. INOUE
United States Senator

cc: The Honorable Dianne Feinstein
The Honorable Barbara Boxer
The Honorable Lucile Roybal-Allard
The Honorable Ray LaHood, Secretary, U.S. Department of Transportation
The Honorable Peter Rogoff, Administrator, Federal Transit Administration
Mr. Arthur Leahy, CEO, LACMTA

DKI:lh

Subject: FW: regional connector

Date: Wednesday, September 30, 2009 4:29 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau ginny@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net, Ray Sosa sosara@cdm.com

fyi

Ann Kerman
Constituent Program Manager
Metro Regional Communications
Central L.A. ~ San Fernando Valley ~ North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net

-----Original Message-----

From: .mac account [<mailto:erictooley1@mac.com>]

Sent: Saturday, September 19, 2009 11:39 AM

To: Regional Connector

Subject: regional connector

regional connector

I support the regional connector Underground Emphasis design and think it would greatly enhance the area of Little Tokyo by making it the crossroads for the entire Los Angeles light rail system. While construction may be disruptive to local business during construction, the outcome will be expanded opportunities for the Little Tokyo area, one of my favorite parts of Los Angeles.

Eric Tooley
1741 Maltman Ave.
Los Angeles, CA 90026

firstName: Daniel
lastName: Delboy
organization:
emailAddress: dan@dandelboy.com
streetAddress:
city: Los Angeles
state: CA
zipCode: 9012
Date: Sunday, September 27, 2009
Time: 07:50:22 PM

comments:

This is the biggest waste of time, effort, and (potentially) money I have ever seen, especially seeing as Union Station is just around a mile up Alameda Street. The city of Los Angeles already has some significant money problems. If you are going to spend what we do not have, then how about you people get your collective head out of the clouds, get more train lines rolling and deal with our serious gridlock and traffic problems so as to create some actual PROGRESS?

Subject: FW: I have a question/comment about the Regional Connector Transit Corridor Study

Date: Thursday, October 8, 2009 1:39 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Roybal, Dolores ROYBALD@metro.net, Ginny Brideau ginni@therobertgroup.com, Clarissa Filgioun
Clarissa@TheRobertGroup.com

FYI

Ann Kerman

Constituent Program Manager

Metro Regional Communications

Central L.A. ~ San Fernando Valley ~ North County

Tel: 213-922-7671 ~ fax: 213-922-8868

Email: KermanA@metro.net <mailto:KermanA@metro.net>



Please consider the environment before printing this e-mail

From: Webmaster

Sent: Saturday, October 03, 2009 1:28 PM

To: Regional Connector

Subject: I have a question/comment about the Regional Connector Transit Corridor Study

---

firstName: MARK
lastName: JOHNSTON
organization: TRAC, NARP
emailAddress: CANAMMJ@YAHOO.COM
streetAddress: 4185 VN BUREN ST
city: CHINO
state: CA
zipCode: 91710
Date: Saturday, October 03, 2009
Time: 01:28:19 PM

comments:

THE UNDERGROUND IS PERFECT IN MY MIND EXCEPT FOR 3 THINGS=
1/ WHY NOT PUT THE ENTIRE 1ST/ALAMEDA INTERSECTION DEPRESSED AND LET

THE LIGHT RIGHT COME UP OUT OF THE TUNELL AND OVER THE ROADWAYS?
KEEPS THE CARS AND PEDESTRIANS TOTALLY SEPARATED

2/ NEED A KNOCK OUT PANEL AT 2ND AND CENTRAL-- THIS PROVIDES A ROUTE
SOUTH ON CENTRAL TOWARDS THE BLUE LINE. ALAMEDA TOO BUSY AND CENTRAL
IS WIDE GOING SOUTH FOR THE FIRST MILE OR TWO

3/ LOS ANGELES/2ND STREET STATION IS BETTER FOR SPACING PURPOSES AND
SERVING LITTLE TOKYO.. JUST PUT THE BOX ON THE WEST SIDE OF LOS
ANGELES STREET WITH A EXTENDED UNDERGROUND PASAGE TOWARDS BROADWAY
OR, ITS EASIER TO HAVE THE STREETCAR JOG A BLOCK OR TWO THAT TO MEET
UP WITH THE LIGHT RAIL THAN TO MOVE AN ENTIRE LIGHT RAIL TUNNEL

TOO BAD THE DOWNCONNECTOR WAS NOT DONE FIRST, LOTS OF THESE PROBLEMS
WOULD HAVE BEEN ELIMINATED !

-THANKS AND BUILD IT SOONER THAN LATER

Subject: Re: LTWG materials for distribution

Date: Friday, October 9, 2009 12:53 AM

From: Andy Lin <seavu8@yahoo.com>

To: ltccjb@aol.com, ltccjb@aol.com, Ginny Brideau ginny@therobertgroup.com

Cc: Chris Aihara aihara@jacc.org, wktakashi@aol.com, wktakashi@aol.com, Clarissa Filgioun Clarissa@TheRobertGroup.com, Kerman KERMANA@metro.net, lcollmann@savoyhoa.com

Hello, Ginny,

I just received email from June Berk, and I found the minutes from Sep. 17, 2009 meeting regarding my comments during the meeting. I found what you have written in the minutes regarding my comments misleading, and does not reflect what actually took place. You must remember that I was a little agitated during the meeting because I have only learned of the Regional Connector project in our front yard, about 150 feet, only about two weeks before this meeting, all the time Metro has been doing the study in the past three years. Please make the correction to the minutes regarding my comments. The following is a more correct description of what took place.

Andrew Lin, a Savoy resident, protested during the meeting and said that he did not receive any notification regarding the Regional Connector Project by mail, nor over 300 residents of Savoy owners for the past three years while the Regional Connector Project was under study. "How can this happen?", he questioned. He stated that the "overwhelming majority of comments received supported the project" as stated in Executive Summary Final dated Dec. 2008 was based on 88 people's responses, and questioned how can this happen without notifying the Savoy residents by mails, while he has received Public Hearing Notices by mails to nearby residents within 500 feet radius in the past. He also questioned how can the Executive Summary arrive at the conclusion that Regional Connector is needed without mentioning any ridership from present or past years, and instead used projected figures from year 2030, figures 21 years in the future, to justify it. "The study is not a scientific study", he said.

Dolores Saltarelli stated that she is in contact with Lynne Collmann at Savoy. To which, Andrew Lin replied that he has spoken to Lynne regarding notification by mail, and both confirmed to each other that they have never received any notification by mail from Metro in past three years.

Oct. 9, 2009



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 9, 2009

Hon. Daniel K. Inouye
United States Senator
722 Hart Senate Office Building
Washington, DC 20510

Dear Senator Inouye:

On behalf of the Los Angeles County Metropolitan Transportation Authority (MTA), I greatly appreciate your interest in the Regional Connector Transit Corridor Study and welcome the opportunity to respond to your specific concerns about the project's impact on the Japanese American National Museum and the Little Tokyo community.

The intent of our efforts is to improve the environment around the Museum, as well as public access to the Museum and Little Tokyo. In your position as a Board member of the Museum, your knowledge and sensitivities regarding the Museum and the Little Tokyo community are invaluable as we move forward in this transit planning process. Please be assured that MTA will continue to engage the Little Tokyo community in the planning process and be responsive to the concerns raised. Over the past six months alone, we have held 14 meetings/sessions with community leaders in Little Tokyo. We understand that the Japanese American National Museum is not only a cornerstone of the Little Tokyo community, but also plays a vital role in the preservation of the rich heritage and cultural identity of Japanese Americans.

On January 22, 2009 the MTA Board reviewed and approved the Regional Connector Alternatives Analysis study and also authorized staff to enter the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/R) phase of the project. Four alternatives are currently undergoing an extensive environmental review, and the benefits/impacts of the alternatives are being evaluated. We are still in the formative stages of the planning and outreach process, and expect to have the DEIS/R completed by the summer of 2010. As we move forward toward that objective, we continue to engage in community participation efforts with all stakeholders throughout the project area.

Community participation is a key foundation of the DEIS/R phase. In addition to urban design workshops, ongoing stakeholder meetings and community update meetings, MTA has established a Little Tokyo Working Group to specifically address concerns from the community. Working with the Planning and Cultural Preservation Committee (PCPC), a subcommittee of the Little Tokyo Community Council, MTA has developed a framework to discuss cultural preservation, parking, the Alameda crossing and physical barriers,

The Honorable Daniel K. Inouye
October 9, 2009
Page 2 of 2

construction phasing and methodology and exploring creative opportunities to support business during construction.

In closing, we believe strongly that in this challenging economy this transit project has the potential to reinvigorate Little Tokyo as a world class tourist destination, highlighting the continued relevance of this unique community as an integral part of the cultural and business fabric of Los Angeles County. I am pleased that MTA representatives had the opportunity to meet with your aide Lori Hamamoto on September 30, 2009 at your office in Washington, D.C. to discuss the concerns outlined in your correspondence and we look forward to continuing a close dialogue with you and your staff as the project progresses.

Sincerely,

A handwritten signature in cursive script that reads "Ara Najarian".

Ara Najarian
Chairman

cc:

The Honorable Dianne Feinstein
The Honorable Barbara Boxer
The Honorable Lucille Roybal-Allard
The Honorable Ray LaHood, Secretary, U.S. Department of Transportation
The Honorable Peter Rogoff, Administrator, Federal Transit Administration
Arthur T. Leahy, Chief Executive Officer, LACMTA
MTA Board of Directors

Subject: re: Meeting Summary of Sep. 17, 2009 and Oct. 1, 2009

Date: Monday, October 12, 2009 3:41 PM

From: Andy Lin <seavu8@yahoo.com>

To: Ginny Brideau ginny@therobertgroup.com

Cc: rdv@volkproperties.com, dagaribay@sbcglobal.net, stsuyeda@gmail.com, naraki@janm.org, ckomai@janm.org, moshima@janm.org, akikumura@janm.org, awiseman@moca.org, arlene@levyaffiliated.com, hinishimura@msn.com, ltmanjuman@msn.com, Cazspaz@aol.com, handatoshio@gmail.com, mnauyok@moca.org, aol.com Paul Yeh paulyehster@gmail.com, Linda Blakeman linda@emseminars.com, Lynne Collmann lcollmann@savoyhoa.com, salumassoc@aol.com, Jaime Altamirano j.altamirano.jr@gmail.com, Alfred Chang alfred.chang@gmail.com, nicsinger eric enicsinger@yahoo.com, Lawrence Ng lawrence@oversee.net, june berk juneaochiberk@aol.com, Andy Lin seavu8@yahoo.com, mjs00CA@yahoo.com

Ginny,

I just read the Meeting Summary of Oct. 1, 2009, at Little Tokyo's JACC building. You have mentioned that I have requested Government guidelines regarding sending out notices. However, I also asked a question in the meeting which you seem to have missed. I said that according to my experience as a real estate broker for over 30 years, and involved in various development projects, I believe that it is a legal requirement to send out written notice by mails to the immediate community of the project. And I asked the question to Mr. Ray Sosa to confirm, but he said that he did not know.

Again, the following is a more accurate description of what took place during the meeting. Please make corrections. (I have copied a portion of the Summary regarding me. I am resending Sep. 17, 2009 Meeting Summary response to concerned people, including copy from the Summary regarding me.)

Andrew Lin stated that he is a real estate broker over 30 years, and is familiar with zone changes and legally required public hearings to nearby community of the project. He has worked with Goldrich and Kest, and other development projects. He read from the Public Hearing notice on one of the projects that was sent to Savoy owners from Los Angeles City Planning Department. The notice read, "TO PROPERTY OWNERS AND OCCUPANTS WITHIN A 500 FOOT RADIUS". He said he believes that since the proposed project would generate about 22 trains per hour crossing the property, or 220 trains per day, that will constitute a major zone change, and requires written public hearing notices to be sent out by mails to the immediate community, as required by laws. He asked the question to Mr. Ray Sosa because he has Urban Study degree, but Mr. Sosa said that he did not know. Other traffic count is as high as 44 trains per hour, or 440 trains per day, but Mr. Lin said he is not sure which is the accurate figure.

Oct. 12, 2009

Comments as typed by Ginny

Environmental Impact Report/Statement to date, including outreach to the Savoy. Andrew Lin requested information regarding NEPA and CEQA guidelines as it relates to public notifications.

Dolores Roybal Saltarelli, Metro Project Manager, briefed the Working Group on the purpose and need for the Regional Connector. She noted that the Red Line has historically been considered by Metro as an interim connector through Downtown Los Angeles, with the Regional Connector as a longer term solution. Further, as Metro continues to expand the Light Rail Transit (LRT) system, the 7th/Metro Center and Union Station will begin to reach capacity. The best way to address station capacity issues as well as the lack of connectivity between light rail lines is to remove the need to transfer at both stations. By removing transfers and by providing uninterrupted service through Downtown Los Angeles, the LRT system can serve more transit riders and station

Hello, Ginny,

I just received email from June Berk, and I found the minutes from Sep. 17, 2009 meeting regarding my comments during the meeting. I found what you have written in the minutes regarding my comments misleading, and does not reflect what actually took place. You must remember that I was a little agitated during the meeting because I have only learned of the Regional Connector project in our front yard, about 150 feet, only about two weeks before this meeting, all the time Metro has been doing the study in the past three years. Please make the correction to the minutes regarding my comments. The following is a more correct description of what took place.

Andrew Lin, a Savoy resident, protested during the meeting and said that he did not receive any notification regarding the Regional Connector Project by mail, nor over 300 residents of Savoy owners for the past three years while the Regional Connector Project was under study. "How can this happen?", he questioned. He stated that the "overwhelming majority of comments received supported the project" as stated in Executive Summary Final dated Dec. 2008 was based on 88 people's responses, and questioned how can this happen without notifying the Savoy residents by mails, while he has received Public Hearing Notices by mails to nearby residents within 500 feet radius in the past. He also questioned how can the Executive Summary arrive at the conclusion that Regional Connector is needed without mentioning any ridership from present or past years, and instead used projected figures from year 2030, figures 21 years in the future, to justify it. "The study is not a scientific study", he said.

Dolores Saltarelli stated that she is in contact with Lynne Collmann at Savoy. To which, Andrew Lin replied that he has spoken to Lynne regarding notification by mail, and both confirmed to each other that they have never received any notification by mail from Metro in past three years.

Oct. 9, 2009

Comments as typed by Ginny

Andrew Lin, a Savoy resident, stated that he had not received the project and meeting notifications Metro has distributed and asked what outreach to the Savoy had been conducted. He is also seeking additional information regarding the purpose and need for the project. He would like to review the projected ridership, and better understand the need for connecting at the Little Tokyo/Arts District Gold Line station.

3108 Los Feliz Boulevard 323.669.9100 Phone www.therobergroup.com <<http://www.therobergroup.com>>
Los Angeles, CA 90039 323.669.9800 Fax info@therobergroup.com

Metro responded by promising to present a summary regarding outreach activities at both the Savoy Homeowners Association and next LTWG meeting.

The LTWG will review the at-grade emphasis alternative at the October 1, 2009 meeting. There will be a breakout session dedicated to discussing impacts and potential mitigating activities

Subject: FW: Downtown Connector Inquiry

Date: Monday, October 12, 2009 1:27 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: 'Clarissa Filgioun' Clarissa@TheRobertGroup.com, Ginny Brideau ginny@therobertgroup.com

fyi

Ann Kerman

Constituent Program Manager

Metro Regional Communications

Central L.A. ~ San Fernando Valley ~ North County

Tel: 213-922-7671 ~ fax: 213-922-8868

Email: KermanA@metro.net <mailto:KermanA@metro.net>



Please consider the environment before printing this e-mail

From: Damien Goodman [mailto:damienwg@gmail.com]

Sent: Monday, October 12, 2009 6:41 AM

To: Roybal, Dolores

Cc: Leahy, Arthur; Cannell, Mike; Regional Connector

Subject: Downtown Connector Inquiry

Hello Ms. Roybal Saltarelli:

I have a few questions regarding the Downtown Connector project, specific to the "underground emphasis" alternative:

1. Please specify which portions of the guideway are currently envisioned to be cut-and-cover, bored tunnel and at-grade.
2. Please explain the justification for constructing the WYE at-grade as opposed to underground.
3. Please explain the justification for not considering moving the Little Tokyo from at-grade on the northeast corner of 1st/Alameda to underground on the southwest corner of 1st/Alameda.

4. What are the speed restrictions from Chinatown to Union Station, and Union Station to Little Tokyo.

5. What is the anticipated travel time between the Chinatown Station to Little Tokyo station, given the speed restrictions from Chinatown to Union Station, and Union Station to Little Tokyo.

6. Please provide the FTA standard cost categories breakdown.

Your prompt response is greatly appreciated.

All the best,
Damien Goodman
damienwg@gmail.com
323.845.2003

Citizens' Campaign to Fix the Expo Rail Line: Safety - Community - JUSTICE!
www.FixExpo.org <<http://www.FixExpo.org>>

Subject: Savoy participation?

Date: Wednesday, October 14, 2009 11:57 PM

From: Andy Lin <seavu8@yahoo.com>

To: Ginny Brideau ginny@therobertgroup.com

Cc: Kerman KERMANA@metro.net, Lynne Collmann lcollmann@savoyhoa.com, Paul Yeh paulyehster@gmail.com, Jaime Altamirano j.altamirano.jr@gmail.com, Alfred Chang alfred.chang@gmail.com, nicsinger eric enicsinger@yahoo.com, Lawrence Ng lawrence@oversee.net, june berk juneaochiberk@aol.com, Andy Lin seavu8@yahoo.com, mjs00CA@yahoo.com, Linda Blakeman linda@emseminars.com, salumassoc@aol.com, rdv@volkproperties.com, dagaribay@sbcglobal.net, stsuyeda@gmail.com, naraki@janm.org, ckomai@janm.org, moshima@janm.org, akikumura@janm.org, awiseman@moca.org, arlene@levyaffiliated.com, hinishimura@msn.com, ltmanjuman@msn.com, Cazspaz@aol.com, handatoshio@gmail.com, mnauyok@moca.org

Hello, Ginny,

Please do not use the phrase “Savoy Participation” in your Regional Connector writings. The only meeting with Metro that Savoy ever had was on Sep. 29, 2009, all the time Metro was doing the Regional Connector project study since 2006. You were conducting study behind our back during the past three years, and you did not notify us in written mails all this time, when you should have done so from the very beginning of the study you are conducting. Yet, you have already conducted three “Public Meetings” in past three years.

The Savoy community found out about the project basically by chance and rumors recently. To show you how outraged we the Savoy community are, we collected more than 200 signatures opposing the project, within one month’s time. And I am sure you remember the master of ceremony, Mr. Alfred Chang, said at the end of the meeting in quiet and polite, yet resolute way that unless you, Metro, cancel the plan of First and Alameda, we will fight you all the way till the end. I believe that the community who can afford to buy such condominiums are all successful professionals in their businesses and experiences, and resourceful. I protest to the use of phrase “Savoy Participation”. Please do not try to mislead the public, and Washington DC.

You mentioned here that you dropped off 310 copies of flyers to Savoy Management Office on Oct. 26, 2007. However, I am curious, that is this the way you at Metro communicate with other people? Come and get it, and if you happened to miss to pick up the flyer, that is your problem, tough luck, because I already communicated with you? Savoy’s office is more than busy enough to handle daily chores for over 300 units. Besides, are you so simple minded to think that just simply dropping 310 copies of flyers means that you have communicated with all the Savoy community, and it becomes Savoy office’s responsibility to make sure that everyone gets the copy? So that you are relieved of your own responsibility?

The sure way is to send the notice by mails. It was, and still is, your responsibility to notify the immediate community of the project. Especially when you call the project of “Regional” magnitude, it is your responsibility to make sure that all the immediate community receive notices specifying Who, What, How, Why, Where, and When. When you consider more than 220 trains, or more, are going to traverse the property, don’t you think that you should alert the entire community to this fact? This project you call it a subway exchange HUB. Or maybe it is better to keep it a secret, for whatever the reason?

Can you tell us how many trains pass through Union Station each day? I am sure that Metro has an accurate account of the traffic.

Savoy condominiums building is more than four stories high, about 50 feet high building covering the entire city block, since 2005. One can not miss such a huge building unless one is blind, or does not wish to acknowledge its existence. Considering especially when it is about the same land size of the Project site, right across the street on Alameda Street, how could you, and all Metro staffs, miss the Savoy community all these years? The Project is your work day in and day out for over three years. You have chosen not to notify Savoy Community all these years. You have chosen to circumvent Savoy owners.

Ann Kerman apologized during the Sep. 29, 2009, meeting and said that she did not know how it happened this way that none of the Savoy owners received any notices. However, the damages you have already caused, and continuing to cause, to Savoy community is not something that you, Metro, can simply excuse yourself by saying that I didn't know what happened. This project is your work day in and day out, and you should know what is happening. And if you did not know, you should have known.

Please consider this fact. The project is your work, but this is our home, and so is to Little Tokyo.

Andrew Lin

Oct 14, 2009

Subject: Re: Mailing Address for Gold Line Opening Day

Date: Monday, October 19, 2009 4:54 PM

From: Andy Lin <seavu8@yahoo.com>

To: Ginny Brideau ginny@therobergroup.com

Cc: roybald@metro.net, Kerman KERMANA@metro.net, Lynne Collmann lcollmann@savoyhoa.com, Paul Yeh paulyehster@gmail.com, Jaime Altamirano j.altamirano.jr@gmail.com, Alfred Chang alfred.chang@gmail.com, nicsinger eric enicsinger@yahoo.com, Lawrence Ng lawrence@oversee.net, june berk juneaochiberk@aol.com, Andy Lin seavu8@yahoo.com, mjs00CA@yahoo.com, Linda Blakeman linda@emseminars.com, salumassoc@aol.com, rdv@volkproperties.com, dagaribay@sbcglobal.net, stsuyeda@gmail.com, naraki@janm.org, ckomai@janm.org, moshima@janm.org, akikumura@janm.org, awiseman@moca.org, arlene@levyaffiliated.com, hinishimura@msn.com, ltmanjuman@msn.com, Cazspaz@aol.com, handatoshio@gmail.com, mnauyok@moca.org

Hello, Ginny,

Thank you, but an invitation to Gold Line ceremony will not be necessary. I am more concerned about the Regional Connector and its damaging impact it will bring to the community. I wished you have sent notice to me and all of the Savoy residents, and Little Tokyo community, about the Regional Connector when you started study about three years ago, just like you are sending me notice about the Gold Line.

I am just curious that when Metro built Gold Line, why have they not thought of connecting the Gold Line to what Metro is proposing now in the Regional Connector? If it is only 1.8 miles distance, why Metro did not Mater Plan it three years ago and synchronized everything before they built Gold Line? So why are you studying the Regional Connector for the past three years, while you are building Gold Line, and trying to connect Gold Line now through Regional Connector? And now you have just finished the Gold Line Extension. You could have done that three years ago altogether, is it not? It tells me that something is not right. It is either Metro made a big mistake in the Mater Plan, or the Master Plan was not a good one to start with. In either case, now you want us the local community to take the blunt of your mistakes.

How is the local community's response? We the local community is so outraged that Savoy community collected over 200 signatures against the project within one month's times since we learned of the project recently. And Little Tokyo collected over 300 signatures against the project within two months' time since they learned of the project recently. So there are over 500 people opposing the project, as of one months ago. Little Tokyo's signatures were presented to Metro's Board at the Metro's Board meeting on Sep. 24, 2009.

1. You wanted me to confirm to you that I have received two government guidelines when we were on the phone. So I acknowledged the receipt by email. Since then you have sent out Meeting Summary for Sept. 17, 2009 and Oct. 1, 2009 at Little Tokyo Cultural Center, and I have responded to those two summaries about what it said about my part, but you have not replied to me. Please send me the corrected summaries, as they were filled with mistakes the way they were written about my part.

2. Also please remove the phrase "Savoy Participation" from your writings, because there were never any Savoy Participation in past three years. It is obvious that Savoy owners could not have participated at all, even if we wanted to, because none of us were ever notified by mails, and we never knew that you were conducting study for the past three years,

until we learned of the project from rumors.

3. I also requested statistics on Union Station's daily train traffic, as I am curious to know how those number will compare with the Regional Connector HUB that you are trying to build. You are trying to sell to us that it is a very nice project. But we must politely say to you, "Thanks, but no thanks." More than 500 people have spoken, so far.

4. Also I am not able to find Mr. Ray Sosa's email. I tried to find his address in the Regional Connector internet site, but I don't see it. Can you please send me his email address?

Thank you for your attention to these matters.

Andrew Lin 10-19-09

From: Ginny-Marie Brideau <Ginny@TheRobertGroup.com>

To: Andy Lin <seavu8@yahoo.com>

Sent: Mon, October 19, 2009 1:30:28 PM

Subject: Mailing Address for Gold Line Opening Day

Mailing Address for Gold Line Opening Day I am looking to get your mailing address so that I can send you an invitation for the opening day of the Metro Gold Line Eastside Extension. Could you send this to me?

Thanks!

Ginny-Marie Brideau
Project Manager
The Robert Group
ginny@therobertgroup.com

(o) 323.669.7654
(f) 323.669.9800
(m) 213.248.0698

Subject: FW: Regional Connector

Date: Tuesday, November 3, 2009 10:43 AM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>

Regional Connector email:

From: Gilbert Garcia [mailto:Gilbert.Garcia@zionsbancorp.com]

Sent: Wednesday, October 28, 2009 8:39 AM

To: Regional Connector

Subject: Great

This is a great idea. This should absolutely get done ASAP.

The light rail from 1st to blue line on washington is a good idea.

gil Garcia

Subject: FW: Regional Connector : 1st/Alameda-Nikkei Center

Date: Tuesday, November 3, 2009 10:43 AM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>

Regional Connector Email:

From: Jerard Wright [mailto:wrightconcept@gmail.com]

Sent: Friday, October 30, 2009 8:37 AM

To: Roybal, Dolores

Cc: Kerman, Ann; Regional Connector

Subject: Regional Connector : 1st/Alameda-Nikkei Center

Dolores,

Can you give me a confirmation if the project team has in fact re-introduced Underground Alternative 6 or 8 from the Alternatives Analysis into the study, per the request of the Nikkei Center developer? There are a couple of blogs that are reporting this as fact yet there has been no reply from any of the Regional Connector project team, It would be nice if this is the case, however some actual confirmation would be nice.

Here's the links:

<http://blog.littletokyouunplugged.org/2009/10/5th-option.html>

<http://blogdowntown.com/2009/10/4806-little-tokyo-asks-metro-to-study-gradeseparated>

--

The Wright Concept
Jerard Wright
wrightconcept@gmail.com

Subject: FW: [Regional Connector]

Date: Tuesday, November 3, 2009 10:42 AM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>

Regional Connector email:

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Monday, November 02, 2009 9:07 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Lisa

Last Name: Pease

Email: lpease@gte.net

Phone: 213-221-7746

URL: <http://beta.metro.net/admin/feedback/comment/3/>

As someone who rides Metro everyday from Union Station to downtown, I really wish you wouldn't put the connector so close to the existing lines.

Why not run from 7th and metro via 9th to the Garment/Flower district, have ONE stop there, and then continue on to the Little Tokyo station?

There is no shopping in downtown, save a couple of hotel shops and the Macys Plaza on 7th. But if people at the hub of 7th and Metro could hop over to the Garment District during lunch, the city's businesses would profit dramatically.

There just isn't enough to draw one to the other areas - it's all bars and restaurants, or nothing.

Please, please give us some shopping access!

And please - run a line out to Glendale. I can get to Pasadena by Metro, but have to take Metrolink to get to Glendale, and even then, not to shopping. It's sad what I can't get to, and I'm a huge fan of Metro. Please, give us access to shopping places with CLOTHES, not FOOD.

Subject: FW: [Metro.net] customer comment

Date: Thursday, November 5, 2009 1:27 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>

From Regional Connector email

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Tuesday, November 03, 2009 7:11 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Lisa

Last Name: Vasquez

Email: Okifille@yahoo.com

Phone: 213-621-0447

URL: <http://beta.metro.net/admin/feedback/comment/4/>

I strongly urge the MTA to avoid displacing the existing businesses and decreasing the quality of life for those of us who live at the Savoy Condominiums. I think it would be cheaper and less disruptive to route the regional connector on/through the Parker Center property that will be vacated soon. The MTA could even consider creating a transportation village/retail center in tandem with the connector on that property instead.

Thank you for considering this opinion.

Subject: FW: Letter: Little Tokyo light rail

Date: Thursday, November 5, 2009 1:26 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

fyi

-----Original Message-----

From: James Fujita [mailto:jim61773@yahoo.com]

Sent: Wednesday, November 04, 2009 5:01 PM

To: online@rafu.com

Cc: Regional Connector; aihara@jaccc.org; bw@ltsc.org; cishii@jaclpsw.org

Subject: Letter: Little Tokyo light rail

To the editor:

I am very concerned about some NIMBY attitudes that I have recently noticed in Little Tokyo.

In just a few days, the much-needed Metro Gold Line Eastside Extension will open. At the same time, the MTA has been planning a Regional Connector light rail line, which will also help Little Tokyo. These two projects will help Little Tokyo remain a vibrant neighborhood by drawing in visitors to the area.

Unfortunately, this won't happen if NIMBYs prevail in the ongoing discussions with the MTA over rail transit. Already, the Japanese American National Museum and the Japanese American Citizens League have come out against the project. The Little Tokyo Community Council recently voted to oppose both of the MTA's options for the Regional Connector.

This decision makes no sense. It is quite reasonable to negotiate with the MTA and ask for changes to be made to the existing plans. There is nothing wrong with proposing new options.

However, to take a hard-line stance against the project forces the Little Tokyo community into adversarial position. It is close-minded and eliminates any chance for a compromise.

I would support an underground station at First and Alameda if it could be done without adversely affecting the Nikkei Center or the Nishi Hongwanji temple. However, I hope that Little Tokyo residents would be willing to consider the at-grade crossing if the underground route turns out to be not possible.

- James Fujita

Subject: FW: JACL-PSW Board Resolution on Metro Regional Connector

Date: Friday, November 6, 2009 12:44 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Ray Sosa <sosara@cdm.com>, "JacksonVF@CDM.com" <JacksonVF@CDM.com>, Helene Kornblatt <kornblatt@cdm.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Ginny Brideau <ginny@therobertgroup.com>

[Here's the resolution from the JACL-PSW](#)

Ann Kerman

Constituent Program Manager

Regional Communications

Metro

Central L.A. ~ San Fernando Valley ~ North County

Tel: 213-922-7671 ~ **fax:** 213-922-8868

Email: KermanA@metro.net



Please consider the environment before printing this e-mail

From: Kristin Fukushima [mailto:kfukushima@jaclpsw.org]

Sent: Thursday, November 05, 2009 6:42 PM

To: Regional Connector; Kerman, Ann

Subject: JACL-PSW Board Resolution on Metro Regional Connector

Dear Dolores and Ann,

Hello, this is Kristin Fukushima from the Japanese American Citizens League Pacific Southwest District. I believe I have met both of you a few times at the various LTCC meetings and working group sessions, and I'm sure you know my supervisor, Craig Ishii (Regional Director).

Our Board met about a month ago and passed a resolution regarding our position on the Regional Connector. It occurred to us that while many people in Little Tokyo have seen it, MTA might also be interested in hearing the thoughts and concerns of some of the community members. The aforementioned resolution is attached on this email for your perusal. If you are interested in pursuing further conversation regarding the resolution, please feel free to contact myself, either at this email or at

our office telephone (213.626.4471).

Thank you so much for your time! I look forward to continued dialogue with you all.

Best,
Kristin

--

Kristin Fukushima
Public Policy Coordinator
Japanese American Citizens League - Pacific Southwest District
244 S. San Pedro St. Suite 406
Los Angeles CA, 90012
kfukushima@jacldpsw.org ****Note the Change of Email**
tel. (213) 626-4471
fax (213) 626-4282

JACL PSW October/November News Bytes

JACL-PSW Honors Individuals Who Have Worked to Bridge Communities <http://www.jacldpsw.org/index.php?option=com_content&view=article&id=107&Itemid=27>
The 2010 JACL Pacific Southwest District Annual Report <http://www.jacldpsw.org/index.php?option=com_content&view=article&id=54&Itemid=37>
PSW Welcomes Kristin Fukushima as the new Public Policy Coordinator <http://www.jacldpsw.org/index.php?option=com_content&view=article&id=78&Itemid=2>

Visit www.jacldpsw.org <<http://www.jacldpsw.org>> for more information on upcoming programs in the JACL Pacific Southwest District!

Visit www.jacl.org <<http://www.jacl.org>> for news and updates about National JACL.

A resolution of the Pacific Southwest District Board of the Japanese American Citizens League opposing the current Build Options presented by the Los Angeles County Metropolitan Transportation Authority for a Metro Regional Connector Build in Little Tokyo for the interest of community preservation.

WHEREAS, JACL's mission includes work to preserve the heritage and legacy of the Japanese American community; and

WHEREAS, the Pacific Southwest District is committed to community preservation for Little Tokyo; and

WHEREAS, Little Tokyo is a recognized historical Japanese enclave, and one of the last three remaining Japantowns in the United States; and

WHEREAS, the Pacific Southwest District find all the current build options proposed by Metro for a Regional Connector to be built in Little Tokyo unacceptable in their impact on small businesses, residents, community events, parking, and the longevity of construction; and

WHEREAS, the Pacific Southwest District recognizes and understands the importance of mass-transit, particularly for the county of Los Angeles, and therefore is interested in finding the best possible solution for both Los Angeles as well as Little Tokyo; and

WHEREAS, it is vital that a build option is offered that significantly contributes and promotes a prosperous and thriving Little Tokyo, particularly if Little Tokyo is asked to give up already scarce property; and

NOW, THEREFORE, BE IT RESOLVED that the Pacific Southwest District Board of JACL considers all options as put forth by Metro for a Regional Connector in Little Tokyo to be inadequate or a threat to the sustainability of Little Tokyo; and

BE IT FURTHER RESOLVED that should Metro proceed with a Regional Connector build in Little Tokyo, we understand that disruptions will occur, and therefore to diminish the burden of construction and its aftermath on the Little Tokyo community, there must be appropriate mitigations mandated such as:

- a) Minimal disruption to businesses;
- b) Minimal disruption to residents;
- c) Minimal disruption to parking;
- d) Minimal disruption to community events;
- e) In the event of an underground or at-grade line built, an accompanying Little Tokyo station;
- f) Minimal disruption to the Go For Broke monument,
- g) Minimal disruption to the Japanese American National Museum;
- h) Transparency from Metro throughout the process particularly around perceived disruptions, and for Metro to then work with community groups to find the best solution; and

BE IT FINALLY RESOLVED that the Pacific Southwest District Board of JACL believes it is imperative that there is a build option that would preserve a historical Little Tokyo and promote a vibrant and thriving community – be it a new one or a current option with proper mitigations.

Subject: Fw: Meeting Summary of Sep. 17, 2009 and Oct. 1, 2009

Date: Friday, November 6, 2009 5:44 PM

From: Andy Lin <seavu8@yahoo.com>

To: Ginny Brideau ginny@therobertgroup.com

Cc: Robert Volk rdv@volkproperties.com, Darryl Garibay dagaribay@sbcglobal.net, stsuyeda@gmail.com, Nancy Araki naraki@janm.org, ckomai@janm.org, Miyoko Oshima moshima@janm.org, akikumura@janm.org, awiseman@moca.org, arlene@levyaffiliated.com, Howard Nishimura hinishimura@msn.com, Brian Kito LTMANJUMAN@MSN.COM, Cazspaz@aol.com, Toshio Handa handatoshio@gmail.com, Michael Nauyok mnauyok@moca.org, Lynne Collmann lcollmann@savoyhoa.com, Paul Yeh paulyehster@gmail.com, Jaime Altamirano j.altamirano.jr@gmail.com, Alfred Chang alfred.chang@gmail.com, nicsinger eric enicsinger@yahoo.com, Lawrence Ng lawrence@oversee.net, june berk juneaochiberk@aol.com, Andy Lin seavu8@yahoo.com, mjs00CA@yahoo.com, Linda Blakeman linda@emseminars.com, salumassoc@aol.com, smrkuo@gmail.com, heera heera heera0608@hotmail.com, Masao Okamoto m.okamoto@moainc.net, Dolores Roybal Saltarelli roybald@metro.net

Hello, Ginny,

I have sent my responses to what you wrote on the Meeting Summary minutes, and requested that you send me corrected minutes. However, despite my repeated requests, you have refused to do so. Since the letter I sent to you Oct. 12, 2009, a copy is attached below, it has been almost one month already. I do not understand why you refuse to write minutes to reflect what took place during the meetings, actually a simple straight forward matter. Instead, you are using creative writing, and omissions, to paint totally erroneous pictures. This is misrepresentation of reality, and in addition it is done intentionally. When you consider that there were 60 to 70 people present at the meetings to witness what happened, your behavior is quite daring. This is a practice of deception, and a campaign of distributing misinformation.

It is somewhat like that of False Advertisement. However, in case of trying to raise money using these false and intentionally deceptive information, I think there are more serious terms for this kind of practice.

I have communicated with you long enough, and waited long enough. I have asked you face to face, again, at Japanese Museum on Oct. 27, 2007, when Little Tokyo Community Council voted on their resolution. Yet, to this date, you have not respected my requests. So I think that your intention is clear.

If I do not receive corrected minutes within a few days, I have no choice but to report the misconduct to higher authorities. I am sure that you are prepared to be accountable for your actions and take its consequences. It is not a small matter to present false information to Federal Government, and in addition trying to raise money from these false information.

Also, please tell me, tell us, where do you send these minutes to? In this day of financial turmoil on Wall Street, and resulting Great Recession we are in because of false figures and information Wall Street institutions gave, Congress, Treasury, and Federal Reserve Board are all calling for transparency in financial dealing and individual accountability. Shouldn't you at Metro do the same thing to us tax payers?

Andrew Lin   Nov. 6, 2009

Ps   4.   Also what happened to the minutes of Metro presentation at Savoy HOA meeting

on Sep. 29, 2009? It has been over one month but Ginny has not sent us anything. Of course you know there was a heated discussion during the meeting and Savoy community. It was more like a community outrage because Metro has circumvented Savoy, and Little Tokyo, for the past three years. This was the first, and the only presentation by Metro about the Regional Connector to over 300 owners at Savoy, during all these years of Metro's study. Nevertheless, minutes are to reflect what took place during the meetings. Nothing more. The lack of this Savoy minutes is conspicuous.

----- Forwarded Message -----

From: Andy Lin <seavu8@yahoo.com>

To: Ginny Brideau <ginny@therobertgroup.com>

Cc: rdv@volkproperties.com; dagaribay@sbcglobal.net; stsuyeda@gmail.com; naraki@janm.org; ckomai@janm.org; moshima@janm.org; akikumura@janm.org; awiseman@moca.org; arlene@levyaffiliated.com; hinishimura@msn.com; ltmanjuman@msn.com; Cazspaz@aol.com; handatoshio@gmail.com; mnauyok@moca.org; aol.com Paul Yeh <pauyehster@gmail.com>; Linda Blakeman <linda@emseminars.com>; Lynne Collmann <lcollmann@savoyhoa.com>; salumassoc@aol.com; Jaime Altamirano <j.altamirano.jr@gmail.com>; Alfred Chang <alfred.chang@gmail.com>; nicsinger eric <enicsinger@yahoo.com>; Lawrence Ng <lawrence@oversee.net>; june berk <juneaochiberk@aol.com>; Andy Lin <seavu8@yahoo.com>; mjs00CA@yahoo.com

Sent: Mon, October 12, 2009 3:41:34 PM

Subject: re: Meeting Summary of Sep. 17, 2009 and Oct. 1, 2009

Ginny,

I just read the Meeting Summary of Oct. 1, 2009, at Little Tokyo's JACC building. You have mentioned that I have requested Government guidelines regarding sending out notices. However, I also asked a question in the meeting which you seem to have missed. I said that according to my experience as a real estate broker for over 30 years, and involved in various development projects, I believe that it is a legal requirement to send out written notice by mails to the immediate community of the project. And I asked the question to Mr. Ray Sosa to confirm, but he said that he did not know.

Again, the following is a more accurate description of what took place during the meeting. Please make corrections. (I have copied a portion of the Summary regarding me. I am resending Sep. 17, 2009 Meeting Summary response to concerned people, including copy from the Summary regarding me.)

Andrew Lin stated that he is a real estate broker over 30 years, and is familiar with zone changes and legally required public hearings to nearby community of the project. He has worked with Goldrich and Kest, and other development projects. He read from the Public Hearing notice on one of the projects that was sent to Savoy owners from Los Angeles City Planning Department. The notice read, "TO PROPERTY OWNERS AND OCCUPANTS WITHIN A 500 FOOT RADIUS". He said he believes that since the proposed project would generate about 22 trains per hour crossing the property, or 220 trains per day, that will constitute a major zone change, and requires written public hearing notices to be sent out by mails to the immediate community, as required by laws. He asked the question to Mr. Ray Sosa



Little Tokyo Community Council
369 East First Street
Los Angeles, California 90012
213 **625.0414** ext **5720**
Fax 213 **625.1770**
<http://ltcc.janet.org>

November 9, 2009

The Honorable Ara Najarian
Chairman
Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

Re: Downtown Regional Connector
Second Motion from LTCC

Dear Mr. Najarian:

After further review of the options that have been presented to the Little Tokyo community on the Downtown Regional Connector by the Metro Planners, the Little Tokyo Community Council adopted the following resolution at the LTCC meeting on November 3, 2009:

MOTION

While supporting improving the public transit system for the City and County of Los Angeles, the Little Tokyo Community Council opposes the two build options as currently proposed by the MTA for the Downtown Regional Connector. We urge that MTA explore other options.

This motion is in addition to the motion that was approved by the Little Tokyo Community Council at the October 27, 2009 meeting:

MOTION

The Community Council is in favor of the further exploration of continuing the Underground Emphasis Option, which currently tunnels underground at 2nd Street by continuing tunneling under 1st and Alameda and providing Little Tokyo with a station under the present Gold Line Little Tokyo/ Arts District Station, subject to the approval of the Nikkei Center, LLC, and the Nishi Hongwanji Buddhist Temple, and protecting the integrity and property of the Nishi Hongwanji Temple.

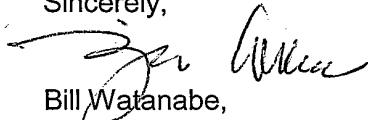
"The Little Tokyo Community Council is a nonprofit 501(c)(3) which has 90+ member organizations whose mission is to ensure that Little Tokyo would be a viable center for the Japanese American community and the Los Angeles Downtown community. The Council shall work to create a vision of what Little Tokyo should be in the future and serve as an advocate on behalf of the Little Tokyo community."

The Little Tokyo Community Council, an organization of over 90+ businesses, nonprofit community based organizations, religious, educational and resident associations, hopes to continue working with the MTA in identifying a solution for the Downtown Regional Connector that would not only benefit the Greater Los Angeles area, but would also continue to grow Little Tokyo to be an economically viable partner in the City's future plans.

The Little Tokyo Community Council respectfully urges the Metropolitan Transit Authority to consider the above motions of the Little Tokyo Community Council

Thank you very much for your consideration.

Sincerely,



Bill Watanabe,
Chair, Little Tokyo Community Council

cc:

The Honorable Daniel K. Inouye, Chairman, Senate Appropriations Committee
The Honorable Norman Mineta, former Secretary of Transportation
The Honorable Dianne Feinstein, Member, U.S. Senate
The Honorable Barbara Boxer, Member, U.S. Senate
The Honorable Lucile Roybal Allard, Member, U.S. House of Representatives
The Honorable Ray LaHood, Secretary, U.S. Department of Transportation
The Honorable Peter Rogoff, Administrator, Federal Transit Administration
The Honorable Antonio Villaraigosa, Mayor, City of Los Angeles
The Honorable Gloria Molina, Supervisor, Los Angeles County
The Honorable Jose Huizar, Council Member, Los Angeles City Council
The Honorable Jan Perry, Council Member, Los Angeles City Council
The Honorable Don Knabe, Supervisor, Los Angeles County
The Honorable Michael Antonovich, Supervisor, Los Angeles County
The Honorable Mark Ridley-Thomas, Supervisor, Los Angeles County
The Honorable John Lopez, Member, State Assembly, California
The Honorable Gil Cedillo, Member, State Assembly, California
Mr. Arthur T. Leahy, CEO, Metropolitan Transportation Authority
Members of the MTA Board of Directors

cc: LTCC Board of Directors:

Alan Kumamoto, 1st Vice Chair, Kumamoto Associates
Frances Hashimoto, 2nd Vice Chair, Mikawaya Inc.
Mike Okamoto, Co-Secretary, Asian American Architects & Engineers Assoc.
Kei Nagao, Co-Secretary, J-Town Voice
Eric Kurimura, Nishi Hongwanji Buddhist Temple
Chris Aihara, Past Chair, Japanese American Cultural & Community Center
Tom Kamei, Past Chair, Japanese Chamber of Commerce of So. CA
Noriaki Ito, Past Chair, Higashi Honganji Buddhist Temple
Howard Nishimura, Past Chair, Tokyo Villa Homeowners Association
Craig Ishii, Japanese American Citizens League
Goro Endo, Union Church of Los Angeles
Little Tokyo Community Council Board of Directors (continued)

Ken Kasamatsu, Pacific Commerce Bank
Brian Kito, Fugetsu-do and Little Tokyo Public Safety Association
Jeff Liu, Visual Communications
Tatsushi Nakamura, Japanese Prefectural Association
Wilbur Takashima, Little Tokyo Teramachi Owners Association
Satoru Uyeda, SK Uyeda Investments
Hiroshi Yamaguchi, Japanese Community Pioneer Center
Akemi Kikumura Yano, Japanese American National Museum
Evelyn Yoshimura, Little Tokyo Residents Association

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>Anthony T. Materna, PhD</i>	
Organization/ Organización/ 団体名: <i>ACODA Technology & Investments, LLC</i>	
Address/Dirección/住所・所在地: <i>880 W. 1st St. Suite 403</i>	
Telephone/Teléfono/電話: <i>(613) 626-0927</i>	Fax: <i>/</i>
Email/電子メール: <i>amaterna@pacbell.net</i>	

Comments/Comentarios/コメント:

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:

Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012

Email: regionalconnector@metro.net

Website: www.metro.net/regionalconnector



Metro



Metro

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <u>DAN GINCHINA</u>	
Organization/ Organización/団体名: <u>DOWNTOWN RESIDENT</u>	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール: <u>DAN GINCHINA@GMAIL.COM</u>	

Comments/Comentarios/コメント:

I STRONGLY SUPPORT
YOUR UNDERGROUND OPTION.
I THINK THIS IS A MUCH NEEDED
PROJECT ~~AND~~ AND APPRECIATE YOUR
WORK. (I ALSO SUPPORT THE
2ND ST BROADWAY STATION)

THANKS, DAN

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <u>DAN GINCHINA</u>	
Organization/ Organización/団体名: <u>DOWNTOWN RESIDENT</u>	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール: <u>DAN GINCHINA@GMAIL.COM</u>	

Comments/Comentarios/コメント:

I STRONGLY SUPPORT
YOUR UNDERGROUND OPTION.
I THINK THIS IS A MUCH NEEDED
PROJECT ~~AND~~ AND APPRECIATE YOUR
WORK. (I ALSO SUPPORT THE
2ND ST BROADWAY STATION)

THANKS, DAN

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>LAWRENCE ALDAVA</i>	
Organization/ Organización/団体名:	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール: <i>LAWRENCE.ALDAVA@GMAIL.COM</i>	

Comments/Comentarios/コメント:

*I SUPPORT THE UNDERGROUND ALTERNATIVE. I AM
VERY EXCITED ABOUT THIS PROJECT! PLEASE BUILD IT
SOON AND BEGIN RESHAPING LOS ANGELES.
THANK YOU!*

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector

METRO REGIONAL CONNECTOR

11-5-09
Pasadena Mtg

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: Sonia E. McIntosh	
Organization/ Organización/ 団体名: Self & The Public	
Address/Dirección/住所・所在地: 2725 Mimosa St. Alhambra, Calif. 91823	
Telephone/Teléfono/電話:	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

We need more buses & safety there.

You can carry more items, children, etc. with you.

You are near ^{the} ~~your~~ place you took the bus for.

Elevators & escalators & steps 80+ are too

exhausting. Seniors don't travel as much as

used to, because of MTA problems as above &

The money is extravagant. Every govt.

entity is broke (almost every city, etc.).

Stop spending. Taxpayers can't pay.

thanks.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:

Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012

Email: regionalconnector@metro.net

Website: www.metro.net/regionalconnector



Metro



Subject: FW: [Metro.net] customer comment

Date: Monday, November 23, 2009 1:49 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

fyi

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Friday, November 20, 2009 8:18 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: James

Last Name: Fujita

Email: jim61773@yahoo.com

Phone:

URL:

I'm glad to see that the MTA was able to find a way to build the regional connector underground at First and Alameda.

While I am concerned about the cost, I think that the newest proposal will provide Little Tokyo supporters with an alternative that we can stand behind.

I like the idea of an underground station at the "Office Depot" block and I am curious to see what, if anything will be built there. The neighborhood lacks open space and perhaps a pocket park can be placed there.

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>MISA LUND</i>	
Organization/ Organización/ 団体名: <i>-</i>	
Address/Dirección/住所・所在地: <i>523 W. SIXTH ST. #1200 LOS ANGELES 90014</i>	
Telephone/Teléfono/電話: <i>←</i>	Fax: <i>213-943-4680</i>
Email/電子メール: <i>lund@rakadepartners.com</i>	

Comments/Comentarios/コメント:

- The underground alternative should incorporate a new development that would redefine the block, provide more parking and other street level uses.
- Why is it not possible to surface the tracks after the intersection (Maine/1st) -
- Locate stations where ^{existing} pedestrian activity is heavy.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:

Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012

Email: regionalconnector@metro.net

Website: www.metro.net/regionalconnector



Metro



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: Mona Samimi	
Organization/ Organización/ 団体名: Savoy	
Address/Dirección/住所・所在地: 100 S. Alameda St. # 464	
Telephone/Teléfono/電話: _____	Fax: _____
Email/電子メール: _____	

Comments/Comentarios/コメント:

I live at the Savoy and would not have purchased this condo 3 years ago if I knew there would be 4 years of construction and a train running in front of my condo ~900 times a day. If, however, an underground station will be built at 1st & Alameda, I prefer for there to be a park or park and shops on the metro station instead of a parking lot.

Also, it would be much better if the underground section ^{on Alameda} would extend through, passed 2nd street so that it would maintain a calmer atmosphere for the residents of Savoy and put more of the truck traffic in the tunnel as opposed to partially at grade.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: Seena Samimi	
Organization/ Organización/団体名: Sway	
Address/Dirección/住所・所在地: 100 S. Alameda St. #464	
Telephone/Teléfono/電話: _____	Fax: _____
Email/電子メール: _____	

Comments/Comentarios/コメント:

(UNDERGROUND EMPHASIS)
Alternative

I would prefer that IF the Office Depot is replaced with a Metro, it be replaced with either a PARK or a development (with shops, etc) or BOTH. But I would not like to have a parking lot.

Also, I prefer that the N/S underground tunnel doesn't come above ground between 1st & 2nd. It should stay underground between 1st and 2nd the whole

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro





Attention:

Antonio R. Villaraigosa, Mayor, City of Los Angeles
Gloria Molina, Los Angeles County Supervisor, 1st District
Michael D. Antonovich, Los Angeles County Supervisor, 5th District
Don Knabe, Los Angeles County Supervisor, 4th District
Zaev Yaroslavsky, Los Angeles County Supervisor, 3rd District
Mark Ridley-Thomas, Los Angeles County Supervisor, 2nd District
MTA Board of Directors

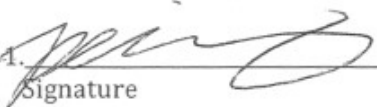
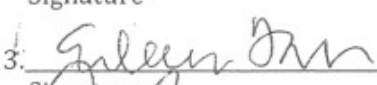
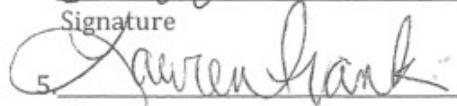
We, the residents of Savoy in Little Tokyo, represented by the Savoy Homeowners' Association, hereby oppose the MTA Regional Connector underground alignment crossing 1st and Alameda St. As a community of 500+ property owners and residents in 303 units facing this intersection, we stand to lose much because of this project: depressed property values during construction, permanent loss of businesses, increased traffic, and increased air and noise pollution from construction and trains, respectively. The extreme designs for the surfacing of the train and the intersection threaten our property and quality of life. We have already sustained three years of road closures and construction for the Gold Line Extension. We applaud the conventional and unobtrusive design of the Gold line route and welcome the addition of a new Metro station to our neighborhood.

The proposed underground alignment for the Regional Connector, on the other hand, would surround the building in yet another round of heavy construction and place trains running on TWO sides of our building, forcing residents to use a bridge just to cross the street. Our residents facing Alameda will see their views of LA street life forever altered by the presence of a hole going into the ground and trains surfacing every 1.30 minutes. Finally, the Regional Connector will create an artificial boundary effectively isolating us from the historic and significant LA community we are so proud to be a part of.

We understand the need for the Regional Connector, but we simply cannot accept this development in its present form; the impact on our community is too severe. We implore you and the MTA to find another way.

Sincerely,

The Residents of the Savoy

1. 	Pei Yun Chiang	355
Signature	Name	Unit #
2. 	Kenneth Tan	~~365~~ 361
Signature	Name	Unit #
3. 	Eileen Tan	365
Signature	Name	Unit #
4. 	Evelyn Lee	234
Signature	Name	Unit #
5. 	Lauren Frank	347
Signature	Name	Unit #
	SIDNEY WANG	#408

OPPOSITION LETTER

Attention: Antonio R. Villaraigosa, Mayor, City of Los Angeles
Michael D. Antonovich, Los Angeles County Supervisor, 5th District
Don Knabe, Los Angeles County Supervisor, 4th District
Zaev Yaroslavsky, Los Angeles County Supervisor, 3rd District
Mark Ridley-Thomas, Los Angeles County Supervisor, 2nd District
Gloria Molina, Los Angeles County Supervisor, 1st District

We, the patrons, businesses and community members of Little Tokyo, hereby list our signatures below to oppose Metro Regional Connector's underground, or light rail project, which will run through our beloved community. The Metro Regional Connector is only a thoroughfare along 2nd Street and emerges onto 1st and Alameda. It offers no stops along the way. This will threaten long time established businesses, forcing closures and loss of jobs, due to 3-5 years of construction; as well as visitors and tourists seeking accessibility elsewhere. Many Japanese senior citizens who reside in Little Tokyo will not be able to cross the street safely. The Metro line will delineate resident's from their current lifestyle, which will segregate them from everyday shopping, community centers and temples/churches of worship. 2nd Street is very narrow and should not be allowed for Metro's proposed commuter transportation.

We ask that you and your constituents reconsider this project and find other routes that will not destroy our community.

We hereby oppose this project as presented below:

Print Name	Signature	Date	Phone No.
ANDREW LIN		9/10/09	310- ~~766~~ -4206
Print Name	Signature	Date	Phone No.
Print Name	Signature	Date	Phone No.
Print Name	Signature	Date	Phone No.
Print Name	Signature	Date	Phone No.
Print Name	Signature	Date	Phone No.

Subject: FW: Comments on regional connector

Date: Thursday, November 19, 2009 3:09 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

Fyi - do we have a response??

Ann

-----Original Message-----

From: Allon Percus [mailto:allon.percus@cgu.edu]

Sent: Thursday, November 12, 2009 12:01 PM

To: Regional Connector

Subject: Comments on regional connector

I wish I were able to make one of the recent public meetings about the Regional Connector, but unfortunately my schedule hasn't allowed it. Hopefully, comments by e-mail are acceptable as well.

As a Westside resident whose commute involves passing through downtown, I'm obviously a great supporter of having this kind of connection.

But I was aghast when I looked at the project website and saw that the vision is to have Expo lines trains just miss passing through Union Station. This reminds me a little bit of the Monty Python sketch where someone is about to be executed by a firing squad. The commander gives the order to shoot, the guards shoot, and...in the next scene, you see the commander yelling at the guards "How could you miss?!!"

I can't think of a better way of subtracting value from the Expo line than to have it just miss downtown's main transit hub! You plan to spend \$800 million to have trains from the Westside pass just near Union Station but not stop there? Is this for real???

Best wishes,
Allon Percus

--

Allon G. Percus
Associate Professor, School of Mathematical Sciences
Claremont Graduate University

Subject: FW: [Metro.net] customer comment

Date: Friday, November 20, 2009 9:30 AM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, "Sosa, Ray" <Ray.Sosa@aecom.com>, "Jackson, Virginia" <JacksonVF@CDM.com>

fyi

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Thursday, November 19, 2009 11:54 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Joseph

Last Name: Eisenberg

Email: joseph.eisenberg@gmail.com

Phone: 562-221-5437

URL:

I want to express my gratitude to Metro for quickly working out a new, underground solution to the connection of the Regional Connector with the Gold Line in Little Tokyo. The previous plans would work, but I think the new option would be worth the added expense for those of us in Long Beach and along the Blue Line.

I would further suggest that Metro study rebuilding the freeway bridge (limited to 15 mph speeds due to tight curves) with a new straight bridge over toward Hewitt Street, with the portal in the empty alley on the east side of the Dept of Water & Power lot. This will save two minutes of travel time for everyone going from the Expo Line or Blue line to Union Station or areas north. Over the next 50 years, those 2 minutes per person will add up to over a billion minutes of time saved, worth a couple hundred million dollars in my estimation. We should straighten the bridge.

This project could also be combined with the necessary run-thru tracks for Metrolink and High Speed Rail, which will have to be built in the same area anyway. The old curvy bridge could be retained for use by the new downtown street cars, for when new lines are extended north toward Union Station and Chinatown.

Subject: FW: [Metro.net] customer comment

Date: Friday, November 20, 2009 9:31 AM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, "Sosa, Ray" <Ray.Sosa@aecom.com>, "Jackson, Virginia" <JacksonVF@CDM.com>

fyi

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Thursday, November 19, 2009 6:10 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: John

Last Name: Gove

Email: gove01@gmail.com

Phone:

URL:

Hello, I was reading The Source blog about the regional connector and saw the revised concept for a wholly underground connection and station in Little Tokyo. First, let me say the concept is immediately more attractive and less cumbersome for the community. I understand the intent is to connect Long Beach with Pasadena and Culver City with East LA, so couldn't the existing Little Tokyo station be removed from the concept? I realize it may seem silly to remove a newly built station, but that is simply due to Measure R accelerating the regional connector construction. The current station was designed for the current route but becomes superfluous with a new underground station serving reconfigured routes. Wouldn't eliminating the current station reduce the width of the right of way and allow the portal to shift westward, reducing the need to acquire additional real estate? Wouldn't eliminating the current station then help reduce the overall cost of the updated connector concept? I look forward to your response. Thank you.

Subject: FW: [Metro.net] customer comment

Date: Friday, November 20, 2009 3:33 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>

fyi

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Friday, November 20, 2009 2:02 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: David

Last Name: Bailey

Email: davito88@hotmail.com

Phone: 505-263-0896

URL:

Hey,

After looking at the map here: <http://thesource.metro.net/2009/11/19/new-regional-connector-concept-proposed-for-1st-and-alameda-intersection/> I got an idea that should save a lot of money. Why not have all trains coming from the blue/aqua lines stop at the little tokyo station. Then lines heading for Union Station will continue in their current direction and lines heading to east LA can reverse direction after making the stop. I understand you will need to have the engineer move to the other side of the train, but he should be able to do that while the train is stopped. Seems like it would cost a lot less to only build one junction instead of 2 and not have to make another underground station less than a block away. Thanks.

Subject: FW: [Metro.net] customer comment

Date: Friday, November 20, 2009 3:33 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>

fyi

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Friday, November 20, 2009 2:02 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: David

Last Name: Bailey

Email: davito88@hotmail.com

Phone: 505-263-0896

URL:

Hey,

After looking at the map here: <http://thesource.metro.net/2009/11/19/new-regional-connector-concept-proposed-for-1st-and-alameda-intersection/> I got an idea that should save a lot of money. Why not have all trains coming from the blue/aqua lines stop at the little tokyo station. Then lines heading for Union Station will continue in their current direction and lines heading to east LA can reverse direction after making the stop. I understand you will need to have the engineer move to the other side of the train, but he should be able to do that while the train is stopped. Seems like it would cost a lot less to only build one junction instead of 2 and not have to make another underground station less than a block away. Thanks.



November 20, 2009

The Honorable Ara Najarian, Chairman, and
Board of Directors
Los Angeles Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Go For Broke National Education Center opposes Metro's
Regional Connector options through Little Tokyo as proposed

Dear Chairman Najarian and Metro Board:

Go For Broke National Education Center (GFBNEC) is a 501(c)(3) established by second-generation Japanese American or Nisei veterans of World War II. We have created and continue to add to a Hanashi Oral History archive, a collection of more than 1,000 interviews with Nisei veterans. Using these video oral histories as real-life examples for students, we have developed a curriculum for history and social studies classes and provide teacher training to a growing constituency nationwide, including California, Hawaii, Maryland, Washington, D.C. and Virginia. Our symbol is the Go For Broke Monument, a lasting reminder of the U.S. Constitution's guarantees of civil liberties to Americans of all races and ethnic backgrounds that stands in Little Tokyo off of Temple Street at Alameda near the Geffen Contemporary Museum.

GFBNEC has invested millions, including funding from Congress and the State of California, in the development and planning of a new Go For Broke National Education Center to be built adjacent to the Go For Broke Monument on Temple Street in the Little Tokyo area of Downtown Los Angeles.

The veterans and GFBNEC Board of Directors respectfully ask that the Los Angeles Metropolitan Transit Authority explore and develop a 5th Regional Connector option that will not irreparably damage the historic Little Tokyo Community. The veterans and GFBNEC Board of Directors also oppose both of Metro's preferred options as they have been proposed:

- Option 1 - underground to 2nd & Central, rising to cross Alameda at 1st Street, and
- Option 2 – traveling at grade or street level on Temple, crossing Alameda Street.

In community meetings, it has appeared that Metro prefers the 2nd Street underground Option 1. These options are two of four that Metro is examining through the Environmental Impact Report process but the project supervisor has publicly said he does not consider the other options to be viable alternatives because they are both no-build. As we understand it, the completed connector will carry a train every 2.5 minutes, one going in each direction every 5 minutes. Every other train would stop at the Alameda and 1st station.

HEADQUARTERS

370 Amapola Ave. Ste 110
Torrance, CA 90501
ph: 310-328-0907
fax: 310-222-5700

HAWAII REGIONAL OFFICE

Pacific Guardian Center
735 Bishop St. Ste 417
Honolulu, HI 96813
ph/fax: 808-585-8484

www.GoForBroke.org

As it has been presented, Option 1 would enter Little Tokyo under 2nd Street and continue to Central Avenue where it would steadily rise to grade level on a diagonal track across the current Office Depot parking lot, crossing Alameda at 1st and connecting to the new Gold Line Eastside Extension. An elevated pedestrian walkway could be built over 2nd Street. Construction for four years or longer would have a tremendous impact on Little Tokyo businesses that are already struggling, residents in the Savoy apartments, the Japanese American National Museum (JANM), the Museum of Contemporary Art's (MOCA) Geffen Contemporary, Go For Broke National Education Center and countless other organizations and institutions. Little Tokyo has already experienced the negative impacts of Eastside Extension construction and by the end of November, will have regular train traffic along 1st to Alameda Street from East Los Angeles. This option would also cost the City of Los Angeles income by reducing the sales tax increment from the Office Depot, Starbucks and other retail affected by construction and Metro rail operations.

Option 2 at street level on Temple Street to Alameda would consume most of the parking lot area north of the Geffen at the corner of Temple and Alameda Streets for tracks and an elevated pedestrian walkway. The two sets of tracks would curve inward to the east from Temple toward the Go For Broke Monument, encroaching into the planned GFBNEC building site by 10 – 20 ft. Metro staff has said the LA City Department of Transportation could require more right-of-way for safety reasons but planners will not present connector plans to LADOT until an option is selected. The tracks would migrate into the middle of Temple Street before reaching the tinker toy parking structure and Judge Aiso Street. This street-level option would have detrimental effects on GFBNEC's plans as well as on the Museum of Contemporary Arts and its Geffen Contemporary, East West Players, the Japanese American National Museum, Art Park and more. Trains every two and a half minutes would make it impossible to hold concerts, movies or children's performances in the long-awaited Art Park and make it unlikely that buses filled with school children or 80 and 90-year-old veterans would be able to enter or exit from our new Go For Broke National Education Center on Temple Street.

Metro representatives have also said that Union Station is crowded now and the 7th Street station will become crowded when the Subway to the Sea is completed. Metro will then need an alternative station to accommodate its passengers. The time to plan for that is also now.

GFBNEC and other members of the Little Tokyo community have been advised that developers of Nikkei Center on the Mangrove property are open to discussion and negotiation with Metro for a 5th option that could involve extending Option 1 underground from 2nd Street and Central to the new Nikkei Center on the east side of Alameda, eliminating the need for two sets of rails crossing Alameda at 1st, and leaving the Office Depot block intact. With this option, Metro would build an underground station at 1st & Alameda under the new Nikkei Center rather than have trains exit a tunnel in front of Office Depot.

We support a transit link between the existing Gold and Blue Lines, the new Gold Line Eastside Extension and the Exposition Line, and we believe there are alternatives that will not irreparably damage our Little Tokyo Community. GFBNEC officials and members, like many residents and business owners in the Little Tokyo community, have traveled by rail in such cities as Tokyo, Osaka, Taipei, Singapore, Shanghai and other cities that have world-class transit systems. Japan's light-rail system is state-of-the-art. We urge the Los Angeles Metropolitan Transit Authority to move forward with a system that is as good as or better than the world's best rail

transit systems without destroying communities, dreams and generations of sacrifice and hard work in the process.

Sincerely,



Kevin Tamaki
Chairman of the Board
GFBNEC



Christine Sato-Yamazaki
President & CEO
GFBNEC

CC:

U.S. Senator Daniel Inouye, Chairman, Senate Appropriations Committee
U.S. Senator Dianne Feinstein
U.S. Senator Barbara Boxer
U.S. Representative Lucille Roybal-Allard (CA-34)
U.S. Representative Adam Schiff (CA-29)
U.S. Representative David Dreier (CA-26)
U.S. Representative Judy Chu (CA-32)
U.S. Representative Grace Napolitano (CA-38)
U.S. Representative Jerry Lewis (CA-41), Ranking Member, House Appropriations Committee
U.S. Representative Mary Bono Mack (CA-45)
U.S. Representative Diane Watson (CA-33)
U.S. Representative Maxine Waters (CA-35)
U.S. Representative Gary Miller (CA-42)
U.S. Representative Ken Calvert (CA-44)
U.S. Representative Jane Harman (CA-36)
U.S. Representative Joe Baca (CA-43)
U.S. Representative Linda Sanchez (CA-39)
The Honorable Norman Mineta, former Secretary of Transportation
The Honorable Ray LaHood, Secretary, U.S. Department of Transportation
The Honorable Peter Rogoff, Administrator, Federal Transit Administration
LA City Councilmember Jan Perry
LA City Councilmember Bill Rosendahl
LA City Councilmember Tom LaBonge
LA City Councilmember Richard Alarcon
LA City Councilmember Paul Koretz
LA City Councilmember Bernard Parks
LA City Councilmember Herb Wesson
LA City Councilmember Ed Reyes
LA City Councilmember Dennis Zine
LA City Councilmember Janice Hahn
LA City Councilmember Greig Smith
LA City Councilmember Tony Cardenas
LA City Council President Eric Garcetti
MTA Chief Executive Officer Arthur T. Leahy
MTA Deputy Chief Executive Officer Paul C. Taylor
MTA General Manager of Rail Operations Mike Cannell
MTA Chief Operating Officer Carolyn Flowers
MTA Chief Planning Officer Carol Inge
MTA Chief Real Property Management & Development
Bill Watanabe, Chair, Little Tokyo Community Council and Board of Directors

---

Subject: FW: [Metro.net] customer comment

Date: Friday, November 20, 2009 9:29 AM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, "Sosa, Ray" <Ray.Sosa@aecom.com>, "Jackson, Virginia" <JacksonVF@CDM.com>

fyi

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Friday, November 20, 2009 8:41 AM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Joel

Last Name: Covarrubias

Email: joelcov@gmail.com

Phone: 562.257.8142

URL:

Metro Planning Staff:

I wish to commend you on your recent efforts with the Little Tokyo community to create the new proposal for crossing First/Alameda. The new proposed underground alternative (with rail in a tunnel under First/Alameda) is much better than the previous underground alternative, and it deserves to be included in the environmental process. The new proposal is superior because it results in fewer impacts on the area.

I live in Long Beach, and I am a dedicated user of (M) Rail. The Regional Connector is possibly the most important and critical project Metro can build. It is crucial that the Regional Connector be built soon and built right, for the success of the entire system.

Thank You,

Joel Covarrubias

Long Beach

Subject: FW: [Metro.net] customer comment

Date: Monday, November 23, 2009 1:49 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>

fyi

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Friday, November 20, 2009 9:31 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Yusef

Last Name: Shafi

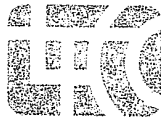
Email: shafi.s.y@gmail.com

Phone:

URL:

I am writing in strong support of the recent full-underground option for the regional connector recently posted in the MTA blog The Source. A fully underground connection in Little Tokyo will provide an invaluable transit connection while preserving local business and the pedestrian scale of the neighborhood. Also, having an underground station to complement the existing Little Tokyo/Arts District Station will undoubtedly help to handle the large crowds that will pass through the regional connector, and provide for more train arrivals and departures in the same amount of time by effectively adding a second platform to the station. An excellent example of the convenience of multiplatform and timed transfer systems can be found in downtown Oakland at 12th St, 19th St, and MacArthur Stations, and a similarly convenient station structure for this vital inter-regional link will be highly efficient.

As an affiliate of the Centenary United Methodist Church just three blocks away, I look forward to the potential for a well-designed, convenient, and neighborhood-strengthening transit line to help continue to transform Little Tokyo in amazing ways. Thank you for responding to the concerns of the community and please keep up the great work in transforming our city and county for the benefit of all.



Little Tokyo Community Council
369 East First Street
Los Angeles, California 90012
213 625.0414 ext 5720
Fax 213 625.1770
<http://ltcc.janet.org>

November 24, 2009

The Honorable Ara Najarian
Chairman
Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

Re: Downtown Regional Connector

Dear Mr. Najarian:

The Little Tokyo Community Council (LTCC) would like to thank the Metropolitan Transportation Authority's for its response to the Little Tokyo community by presenting for consideration a concept for the Third Build Alternative for the Downtown Regional Connector.

The LTCC adopted the following motion at its November 24, 2009 meeting:

MOTION

The Little Tokyo Community Council supports the further exploration of the concept of the Third Build Alternative as presented by the Metro Planners.

We respectfully urge the Metropolitan Transit Authority Board of Directors to adopt the Third Build Alternative as one of the options for the Metro Planners to further explore for the Downtown Regional Connector, as part of the EIR study.

We thank the Metropolitan Transit Authority for their consideration of the concerns of the Historic Little Tokyo. We look forward to working with the Metro Planners as they further explore the Third Build Alternative.

"The Little Tokyo Community Council is a nonprofit 501(c)(3) which has 90+ member organizations whose mission is to ensure that Little Tokyo would be a viable center for the Japanese American community and the Los Angeles Downtown community. The Council shall work to create a vision of what Little Tokyo should be in the future and serve as an advocate on behalf of the Little Tokyo community."

Sincerely,

A handwritten signature in black ink, appearing to read 'Bill Watanabe'.

Bill Watanabe,
Chair, Little Tokyo Community Council

cc:

The Honorable Daniel K. Inouye, Chairman,
The Honorable Norman Mineta,
The Honorable Dianne Feinstein, Member, U.S. Senate
The Honorable Barbara Boxer, Member, U.S. Senate
The Honorable Lucile Roybal Allard, Member, U.S. House of Representatives
The Honorable Ray LaHood, Secretary, U.S. Department of Transportation
The Honorable Peter Rogoff, Administrator, Federal Transit Administration
The Honorable Antonio Villaraigosa, Mayor, City of Los Angeles
The Honorable Gloria Molina, Supervisor, Los Angeles County
The Honorable Jose Huizar, Council Member, Los Angeles City Council
The Honorable Jan Perry, Council Member, Los Angeles City Council
The Honorable Don Knabe, Supervisor, Los Angeles County
The Honorable Michael Antonovich, Supervisor, Los Angeles County
The Honorable Mark Ridley-Thomas, Supervisor, Los Angeles County
The Honorable John A. Perez, Member, State Assembly, California
The Honorable Gil Cedillo, Member, State Assembly, California
Mr. Arthur T. Leahy, CEO, Metropolitan Transportation Authority
Members of the MTA Board of Directors
Mr. Arthur T. Leahy, CEO, Metropolitan Transportation Authority

cc: LTCC Board of Directors:

Alan Kumamoto, 1st Vice Chair, Kumamoto Associates
Frances Hashimoto, 2nd Vice Chair, Mikaway Inc.
Mike Okamoto, Co-Secretary, Asian American Architects & Engineers Assoc.
Kei Nagao, Co-Secretary, J-Town Voice
Eric Kurimura, Nishi Hongwanji Buddhist Temple
Chris Aihara, Past Chair, Japanese American Cultural & Community Center
Tom Kamei, Past Chair, Japanese Chamber of Commerce of So. CA
Noriaki Ito, Past Chair, Higashi Honganji Buddhist Temple
Howard Nishimura, Past Chair, Tokyo Villa Homeowners Association
Irene Hirano, Founding Chair, Japanese American National Museum
Craig Ishii, Japanese American Citizens League
Goro Endo, Union Church of Los Angeles
Ken Kasamatsu, Pacific Commerce Bank
Brian Kito, Fugetsu-do and Little Tokyo Public Safety Association
Jeff Liu, Visual Communications
Tatsushi Nakamura, Japanese Prefectural Association
Wilbur Takashima, Little Tokyo Teramachi Owners Association
Satoru Uyeda, SK Uyeda Investments
Hiroshi Yamaguchi, Japanese Community Pioneer Center
Akemi Kikumura Yano, Japanese American National Museum
Evelyn Yoshimura, Little Tokyo Residents Association

Subject: FW: [Metro.net] customer comment

Date: Monday, November 30, 2009 6:17 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

fyi

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Thursday, November 26, 2009 3:22 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: richard

Last Name: Schumacher

Email: schumach@texas.net

Phone:

URL:

The new fully underground concept is clearly superior. Make it so.

Someday you will have to do something about the tight radius curves at the 101 crossing.
That will become a bottleneck.

Subject: FW: little tokyo/art rail project vote

Date: Tuesday, December 1, 2009 12:28 PM

From: Ann Kerman <kermana@metro.net>

To: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: Mountain Spring [mailto:mtn_ssshupring7@hotmail.com]

Sent: Tuesday, December 01, 2009 11:42 AM

To: Kerman, Ann

Subject: little tokyo/art rail project vote

hi!

i vote for underground raiing for above project. the project should be done so the business shops's income from clients would be minimally affected.

good secruity system against usage of rail as a get away means from the low income generated theives/criminals from area of east LA et. al must be also put in place regardless of the rail passage chosen.

i like the idea of using an economical and modern rail to little tokyo from sierra madre gold line station. the parking fee + gasoline costs \$10 now to get there from my home and i would go there more often with my mother for shoppings.

dorian nakamoto
a recident from
temple city, calif

Subject: FW: Go For Broke National Education Center's comments on Metro Connector 3rd build option

Date: Wednesday, December 2, 2009 12:30 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Clarissa Filgioun <clarissa@therobertgroup.com>, Ginny Brideau <ginny@therobertgroup.com>

From: Mary Graybill [mailto:mary@graybillcom.com]

Sent: Tuesday, December 01, 2009 12:43 PM

To: Regional Connector

Subject: Go For Broke National Education Center's comments on Metro Connector 3rd build option

Dear MTA Planners:

Continuing the connector line underground through the intersection at 1st and Alameda is a step in the right direction. But there are still significant concerns with the plan and its impacts on the Little Tokyo Community. To revisit our vote, we did not approve this option as presented but rather, we approved encouraging Metro to develop it.

First, we believe it would be better long-term, and demonstrate greater vision and better planning for future transit needs, to locate the station on a lower level of Nikkei Center instead of on the Office Depot parking lot. Construction on this now vacant parcel will have less impact. A station there would be more convenient to City Hall and the Federal Building. It's close to the Arts District. And it's an easy walk for all of Little Tokyo.

Second, the taking of the Office Depot property and the years of construction on that parcel will not only impact residents of the Savoy but also all the surrounding businesses and organizations, including those across the street on 2nd and those to the west on Central. Elimination of the parking creates access problems for people wanting to go to one of the affected businesses. Ray explained the boring machine

constraints but I expect that another solution can be found.

Third, cut-and-cover construction through the 1st and Alameda intersection will again create a traffic nightmare. It will seriously impact Savoy residents, JANM and nearby businesses. And logistically, one wonders how the contractor is going to cut and cover under the new Eastside Gold Line tracks.

Fourth, the City of LA needs the sales-tax increment from the impacted businesses. The City and its services are already suffering. The economy may be improving but no government agency can afford to lose funding.

Most of us involved in the Little Tokyo Community are very comfortable with public transit and appreciate its convenience. Our experience is not limited to New York or Washington, DC, but rather, the majority of people in the community have traveled on systems in other countries, including Japan, the benchmark for public transit; Taiwan with its new high-speed rail running the length of the island nation and train stations under office towers and shopping centers; Bangkok where an elevated system runs above old, established parts of the City; Singapore where everything is bright, shiny and easy to use; and/or fast-developing Shanghai. In addition, many of us have also used public transit in Paris and other European capitals with old, established subway and rail systems.

We want to thank Metro for bring this option forward and for continuing to develop it.

Very best regards,

Mary Graybill

for Go For Broke National Education System

Subject: FW: METRO Regional Connectors

Date: Tuesday, December 1, 2009 12:28 PM

From: Ann Kerman <kermana@metro.net>

To: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: okalax@gmail.com [mailto:okalax@gmail.com] On Behalf Of Masao "Mike" Okamoto, AIA

Sent: Tuesday, December 01, 2009 12:16 PM

To: Kerman, Ann

Subject: METRO Regional Connectors

Ann,

I am very pleased with the outcome of all the community discussions which are condensed into your 3rd Build Alternative.

At the same time, I hope you would keep this on-going dialog with us throughout the whole project.

As we keep saying, our community is not so large and trying to put a big foot into small shoe could literally destroy our community.

Please advise your engineering team to bring all issues to us if any deviation from originally presented design may require.

Regards,

Mike Okamoto

Little Tokyo Community Council

SVP/Japanese Chamber of Commerce

--

*****

Masao "Mike" Okamoto, AIA, LEED AP.

M. Okamoto & Associates, Inc. (MOA, Inc.)

919 S. Fremont Ave., Suite #338

Alhambra, CA 91803-4742

Phone 626 943-8800 Fax 626 943-8883

Google Voice (626) 872-5652

<http://www.modainc.net>

*****

THINK GREEN

*****

Japanese Chamber of Commerce

of Southern California

and JCC Foundation

244 South San Pedro Street Suite 504

Los Angeles, CA 90012 USA

**Regional Connector Transit Corridor
Draft Environmental Impact Statement/
Draft Environmental Impact Report**

APPENDIX I

**AGENCY COORDINATION AND PUBLIC
INVOLVEMENT
2010 Community Response (Post Scoping)**

Subject: FW: [Metro.net] customer comment

Date: Friday, January 22, 2010 10:18 AM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli roybald@metro.net, Clarissa Filgioun clarissa@therobertgroup.com, Ginny Brideau ginny@therobertgroup.com

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Tuesday, January 19, 2010 6:02 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Peter

Last Name: Ricci

Email: Pricci@yahoo.com

Phone: 3104979088

URL:

Hello

I am a huge fan of the metro and love seeing the city get connected. I submitted in the past (aka The Crenshaw line years back) Glad to see my vision is coming to life.

I have drawn up a couple more lines to connect the city - making it more commutable by foot and transit. First off it would great to see the old rail that connected downtown LA to Hollywood again. Maybe now from Staples Center to Hollywood above ground would be great, but if NOT. I have two Future idea's for rails: starting from the Blue line as seen below:

Metro Regional (Optional Line) - Concept by Peter Ricci

This line is very needed in Los Angeles

Northbound Baby Blue Rail Line Extension: (Future Line Silver Lake/Los Feliz/Glendale)

Stations in order:

1. Can Start From Conceptualized Regional Connector (Map)
2. Grand Ave/3rd St (Courthouse, Moca)
3. Grand Ave/ Caesar Chavez
4. Elysian Park/Stadium Way (Dodgers Stadium)
5. Echo Park/Sunset Blvd. (Echo Park)
6. Glendale Blvd. /Sunset Blvd. (Echo Park)
7. Coronado St. /Sunset Blvd.
8. Silver Lake Blvd. /Sunset Blvd. (Central Silver Lake)
9. Santa Monica Blvd. /Sunset Blvd. (Echo Park)
10. Hollywood Blvd. /Sunset Blvd. (Los Feliz Theatre)
11. Vermont. /Sunset Blvd. (Connector to red line)
12. Vermont./Franklin Ave. (Central Los Feliz)
13. Los Feliz Blvd./Hillhurst Ave. (Shuttle to Greek Theatre)
14. Los Feliz Blvd. /Riverside Dr. (Griffith Park/Tennis courts/Pony rides)
15. Zoo Dr. (Zoo/Museum)
16. Colorado/Pacific Ave (Glendale)

17. Colorado/Brand Blvd. (Americana/Glendale Galleria)
18. Brand Blvd /Wilson Ave. (Downtown Glendale, Theatres, Shops)
19. E. Doran St. /N. Glendale Blvd. (Glendale Plaza Shops)
20. M. Verdugo Rd. /E. Glenoaks Ave (Glendale Plaza Shops)
21. M. Verdugo Rd. /E. Mountain St. (Glendale Community College)

Baby Blue/Orange Phase 2 Rail Line (Future Line Glendale/Burbank)

Stations in order:

Starting at:

1. Colorado/Brand Blvd. (Americana/Glendale Galleria)
2. Brand Blvd /Wilson Ave. (Downtown Glendale, Theatres, Shops)

Phase 2 Begins Here:

1. Brand Blvd /Milford St. (Downtown Glendale, Theatres, Shops)
2. Brand Blvd. /E. Glenoaks Ave (Glendale Plaza Shops)
3. Brand Blvd. / Pacific Ave (Glendale Plaza Shops)
4. Brand Blvd. /E. Grandview Ave (Glendale)
5. San Fernando Rd. /Sonora Ave. (Disney Studios/DreamWorks Studios)
6. San Fernando Rd. /Western Ave. (Disney Studios/DreamWorks)
7. San Fernando Rd. /E. Alameda Ave. (Shopping/Burbank)
8. San Fernando Rd. /E. Verdugo Ave. (Shopping/Burbank)
9. San Fernando Rd. /E. Magnolia Ave. (Downtown Burbank/Theatres/Mall)
10. San Fernando Rd. /Grinnell Dr. (N. Downtown Burbank/Theatres/Mall/high school)
11. San Fernando Rd. /Amherst Dr. (Downtown Burbank/Theatres/Mall)
12. N. Victory Place/W. Empire Dr. (W Burbank/Outlet Mall)
13. N. Buena Vista St /W. Empire Dr. (W Burbank)
14. N. Hollywood Way/Thorton Ave. (Yahoo/Burbank Airport)
15. N. Hollywood Way/Victory Blvd. (Burbank/Bus Connector)
16. Burbank Blvd. /Victory Blvd. (Burbank)
17. Burbank Blvd. /Cahunga Blvd. (Burbank)
18. Vineland Ave/Chandler Blvd. (Connector to Red line/Orange line)

Hope this helps in your planning: look forward to seeing this come to life as well in the NEXT 5 years or less.

Subject: FW: regional connector

Date: Monday, February 1, 2010 1:56 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli roybald@metro.net, Ginny Brideau ginni@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com

---

From: Steven Axelrod [mailto:steven.axelrod@gmail.com]

Sent: Saturday, January 30, 2010 3:54 PM

To: Regional Connector

Cc: Rise Axelrod; J.B.C. Axelrod

Subject: regional connector

Dear Ms. Roybal Santorelli:

As a resident living on 2nd Street with his wife, and with a family member living on Santa Fe Avenue, I can tell you that we all three strongly support the subway option for the regional connector.

We very strongly oppose the grade level option. That would slow down the train to the degree that it would be next to useless. Why not just continue on the red or purple line all the way to Union Station and switch there to the Gold Line? It would be simpler and faster, and it would require only one wait for a train instead of two. The grade level option simply doesn't work.

In addition the grade level option will snarl traffic on 2nd even more than it already is snarled. And it is often gridlocked as is. If traffic is diverted, then the parallel streets will be snarled.

The grade level option is absolutely a non-starter. It would further alienate the public from public transit and from city government. A grade level train would predictably be underused and seen by everyone as a colossal waste of money and another governmental mistake.

The subway, on the other hand, will be a civic boon and amenity, and it will be much beloved. The added expense will be forgotten immediately. The amenity will be appreciated forever.

Please--a subway only for the regional connector.

Sincerely,

Steven Axelrod

--

Steven Gould Axelrod
President, The Robert Lowell Society
Co-editor, The New Anthology of American Poetry, Vols. 1-3
Professor of English
University of California
Riverside, CA 92521

108 West 2nd Street, Unit 609

Los Angeles, CA 90012

213 880 2522

From: daveedkapoor@gmail.com [mailto:daveedkapoor@gmail.com] **On Behalf Of** daveed kapoor
Sent: Monday, February 01, 2010 3:47 PM
To: Regional Connector
Subject: Fwd: Metro Regional Connector Update

got the newsletter. great work. i love the LT station
being relocated to office depot property much better
link to neighborhood

thank you.
daveed kapoor
323 252 8510
utopiad.org

Subject: FW: Metro Regional Connector Update

Date: Thursday, February 4, 2010 10:23 AM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli roybald@metro.net, Ginny Brideau ginni@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com

Conversation: Metro Regional Connector Update

From: daveedkapoor@gmail.com [mailto:daveedkapoor@gmail.com] **On Behalf Of** daveed kapoor

Sent: Monday, February 01, 2010 3:47 PM

To: Regional Connector

Subject: Fwd: Metro Regional Connector Update

got the newsletter. great work. i love the LT station being relocated to office depot property much better link to neighborhood

thank you.
daveed kapoor
323 252 8510
utopiad.org

----- Forwarded message -----

From: **Ann Kerman** <kermana@metro.net>

Date: Mon, Feb 1, 2010 at 3:29 PM

Subject: Metro Regional Connector Update

To: "daveedkapoor@gmail.com" <daveedkapoor@gmail.com>

PDA/HANDHELD DEVICES - TO VIEW WITH GRAPHICS CLICK [HERE](#)



Regional Connector E-Bulletin – February 2010

Inside:

[Latest News](#)

[Next Steps](#)

[Stay in Touch](#)

[Thank You](#)

Happy 2010! We appreciate your valuable input in the [Regional Connector Transit Corridor](#) project thus far. We look forward to your ongoing participation so that we can continue to address issues in a timely way and consider project refinements that are supported by the community.

Latest News

As we move into the second month of 2010, we would like to share some project updates with you. You may recall that Metro has, to date, studied four alternatives as part of the Draft Environmental Impact Statement and Report (Draft EIS/R): the required No Build and Transportation Systems Management (TSM) alternatives, as well as an at-grade emphasis alternative via Flower and; 2nd Streets with a couplet on Main and Los Angeles Streets, and an underground emphasis alternative under Flower and 2nd Streets crossing 1st and Alameda

---

From: Grein, George O. [mailto:GOGrein@lasd.org]
Sent: Tuesday, February 02, 2010 8:04 AM
To: Kerman, Ann
Subject: RE: Metro Regional Connector Update

Ann,

Your changes to the options were understandable. From a law enforcement perspective we are completely supportive of changing the layout at 1st Street & Alameda to an underground station, with no at-grade crossing or underground passage of traffic on Alameda Street. Your challenge will of course be how to minimize disruption to the existing Little Tokyo operation and I am very interested in hearing how that will be phased into the construction schedule.

Thank you for the update,

George

Lt. George Grein (Ret.)

Law Enforcement Liaison
Los Angeles County Sheriff's Department
Transit Services Bureau HQ
(213) 922-3687 (Office)
(213) 219-6327 (Mobile)
(323) 415-3362 (Fax)

gogrein@lasd.org

greing@metro.net

Palman qui meruit ferat

Subject: FW: Metro Regional Connector Update

Date: Tuesday, February 2, 2010 2:48 PM

From: Ann Kerman <kermana@metro.net>

To: Dolores Roybal Saltarelli roybald@metro.net, Ginny Brideau ginni@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com

-----Original Message-----

From: Smith, Howard A. [mailto:hasmith@lan-inc.com]

Sent: Tuesday, February 02, 2010 8:54 AM

To: Kerman, Ann; Regional Connector

Subject: RE: Metro Regional Connector Update

"Metro anticipates releasing the Draft EIS/R document during Summer 2010. The Draft EIS/R analysis will include a description of construction processes and potential mitigation measures. A set of public hearings will be scheduled to solicit feedback from the community regarding the findings of the study. The Final EIS/R will be available for community review during Fall 2011, where Metro will again solicit community feedback. The Final EIS/R will designate a Locally Preferred Alternative."

1. With formal addition of a new build alternative scheduled for later this month, do you think there's sufficient time to incorporate all required analyses of that alternative into the Draft EIS/R in time for a summer 2010 release? That seems optimistic.
2. If you're anticipating a Final EIS/R with designation of LPA to be released during Fall 2011, when would you look at the Metro Board formally approving the LPA? When would you look at engineering design commencing for the selected build alternative (the LPA)?

Howard A. Smith, AICP, FITE

National Transit Planning Director

Lockwood, Andrews & Newnam, Inc.

A LEO A DALY COMPANY

1050 20th Street, Suite 200 * Sacramento, CA 95811

C 510.363.6454

www.lan-inc.com<<http://www.lan-inc.com/>> * HASmith@lan-inc.com<mailto:HASmith@lan-inc.com>

Subject: FW: Comment on Regional Connector

Date: Friday, February 5, 2010 9:34 AM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli roybald@metro.net, Clarissa Filgioun clarissa@therobertgroup.com, Ginny Brideau ginny@therobertgroup.com

fyi

From: RICHARD STANGER [mailto:stangerr@verizon.net]

Sent: Wednesday, February 03, 2010 5:54 PM

To: Regional Connector

Subject: Comment on Regional Connector

Dear Metro Staff --

The decision to include a fully grade-separated alternative is a very good one considering that most of Metro's light rail services will use that connector well into the future. It is money well spent.

The underground light rail stations can be made much more user-friendly by dropping the mezzanine level. Patrons will need to go half the distance down to catch the train, day-in, day-out, for decades. The "no mezzanine" design will require side platforms with ticketing at the same level, but outside the faregate array. The streets and sidewalks appear wide enough to allow this. There would also be construction savings from not having to go so deep (as much as 30% per station). This type of design is common in older US systems and in some cities in Europe. The only drawback is that people will have to use the entrance on the other side of the street to travel in the opposite direction, but that would be better, I believe, than having to drop down another level each trip.

Richard Stanger

2409 Clark Avenue
Venice, CA 90291
310-823-0744

Subject: FW: Email list

Date: Friday, February 5, 2010 9:32 AM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau ginni@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com

-----Original Message-----

From: Sarah Hays [mailto:sirrahh@sbcglobal.net]

Sent: Friday, February 05, 2010 9:16 AM

To: Regional Connector

Subject: Email list

Hello Regional Connector staff -

Can you please put me on your email list to learn about upcoming meetings, etc? With the approval yesterday of the FEIR for Expo Phase II, I am more and more interested in the progress of your project which will make Expo work so much better.

Thank you.

-- Sarah Hays

10509 Blythe Avenue, Los Angeles CA 90064

310/558-3538 - sirrahh@sbcglobal.net

Subject: FW: Fully grade-separated alternative

Date: Tuesday, February 16, 2010 12:57 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau gabby@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

fyi

-----Original Message-----

From: Yuri Popov [<mailto:yopopov@gmail.com>]

Sent: Monday, February 08, 2010 3:06 PM

To: Regional Connector

Subject: Fully grade-separated alternative

This is a formal public comment on the inclusion of the fully grade-separated alternative.

I would like to express my strong support of the fully grade-separated alternative for the Regional Connector. I also fully support its formal inclusion into the Draft EIS/R. The connector should be completely underground - for the sake of safety, for the sake of efficient train operation, and for the sake of non-disruption of pedestrian and vehicular traffic at the ground level. We are building our city's future, and we should not build badly and cheaply.

Sincerely yours,
Yuri Popov, Ph.D.

Subject: FW: RegionalConnector:NewAlternative

Date: Tuesday, February 16, 2010 12:56 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau ginnny@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

fyi

From: Estela Lopez [mailto:elopez@centralcityeast.org]

Sent: Wednesday, February 10, 2010 1:11 PM

To: Regional Connector; Jackson, Michelle

Cc: Kerman, Ann

Subject: RegionalConnector:NewAlternative

The Arts District Business Improvement District (BID) spans 53 blocks of eastern Downtown Los Angeles, between Alameda Street and the Los Angeles River. Within its boundaries are 398 businesses employing 5,322 workers representing \$611 million in annual sales. The BID is administered by the Central City East Association (CCEA), representing Downtown property owners for the past 25 years.

The Arts BID Board of Directors has been advised of the potential of a new conceptual alternative for the Regional Connector's First and Alameda Streets crossing, one that would be fully grade-separated. We urge Metro's Planning and Programming Committee to support this alternative so that it can be comprehensively studied as part of the upcoming environmental process.

Thank you for your consideration.

Estela Lopez, Executive Director

Central City East Association

725 S. Crocker Street

Los Angeles, CA 90021

213 228 8484 - tel

213 228 8488 - fax

elopez@centralcityeast.org

Subject: FW: RegionalConnector:NewAlternative

Date: Tuesday, February 16, 2010 12:56 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli roybald@metro.net, Ginny Brideau ginni@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com

fyi

-----Original Message-----

From: richard schumacher [mailto:r_a_schumacher@sbcglobal.net]

Sent: Wednesday, February 10, 2010 5:38 PM

To: Regional Connector; Jackson, Michelle

Subject: RegionalConnector:NewAlternative

The new fully-separated alternative is quite superior and should be adopted.

If possible, when the Connector is being constructed the radius of the curve at the E Commercial crossing should be increased to allow faster operation.

Richard Schumacher

Subject: FW: Connections downtown

Date: Tuesday, February 16, 2010 12:55 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli roybald@metro.net, Ginny Brideau ginni@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com

Dolores... do you want to respond or should we?

Thanks!

Ann

-----Original Message-----

From: john@ [mailto:johnwsmart.com smartmonkey@att.net]

Sent: Friday, February 12, 2010 12:29 PM

To: Regional Connector

Subject: Connections downtown

I am not a clear about one thing re: the regional connector If i get on the blue line on long beach will i be able to go all the way to little tokyo without switching trains?

It's never clearly stated if the MTA will build an extension of the expo and blue lines to little tokyo or an entirely separate entity.

If people in culver city and long beach have to switch at 7th street AND little tokyo to get to pasadena then i see no reason to build the regional connector. It's as annoying as the Green line then.

I am John Smart

<http://johnwsmart.com/>

Subject: FW: Underground is the way to go..Comments on Regional Connector plan

Date: Tuesday, February 16, 2010 12:54 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli roybald@metro.net, Ginny Brideau ginni@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com

Conversation: Underground is the way to go..Comments on Regional Connector plan

fyi

From: Matt Gunter [mailto:fighterjock1000@yahoo.com]

Sent: Saturday, February 13, 2010 2:54 PM

To: Regional Connector

Subject: Underground is the way to go..Comments on Regional Connector plan

I could not imagine there would be any alternative that DIDNT have it completely underground. First, there are so many segments of it that would be underground anyways, including its starting point at 7th/Metro. Second, this is a downtown area, there is enough congestion as it is, keeping it underground would keep the streets clear for cars and pedestrians without slowing both of them down including the trains. Third, it would make the trains run slower if above ground. Fourth, it would require running powerlines overhead (ugly in a downtown setting). Fifth, its more dangerous. Sixth and finally, think of the future...downtown will become more dense and populated eventually and an above ground line would make it worse. I am in full support of this line, but please please please keep it fully underground. About the additional price tag for it?...Dont worry about it, this is well worth it, because im sure that there would be so many complaints about an above ground system in the future during and after construction that it would have to be changed anyways.

Matt Gunter

Subject: FW: Regional Connector, New Alternative

Date: Tuesday, February 23, 2010 5:12 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau ginni@therobertgroup.com

From: Bobby Garza Jr [mailto:bobbygarzajr@yahoo.com]

Sent: Wednesday, February 17, 2010 10:28 PM

To: Regional Connector; Jackson, Michelle

Subject: Regional Connector, New Alternative

Hello,

I will not be able to attend the Planning and Programming meeting tomorrow (Feb. 18), so I wanted to express my support for the new fully underground alternative and reject the at-grade options, especially at 1st Street and Alameda.

I am a resident of Little Tokyo and a frequent rail/bus rider and I completely understand the need for the Regional Connector, I just hope we can do it without destroying the Little Tokyo neighborhood, which, I believe, the at-grade options will do.

Please approve and implement the fully underground alternative into the Draft Environmental Impact Statement/Report.

Bobby Garza, Jr.

Savoy Homeowner

Metro Rider